

Final Draft Issue Paper

DISTRESSED COMMUNITIES AND THEIR ACCESS TO JOBS



April 1998



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Mission Statement



Leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians.

The Association will accomplish this Mission by:

- ▲ Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- ▲ Providing quality information services and analysis for the region.
- ▲ Using an inclusive decision-making process that resolves conflicts and encourages trust.
- ▲ Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

Regional Council Members

OFFICERS:

PRESIDENT: Mayor Bob Bartlett, City of Monrovia

FIRST VICE PRESIDENT: Supervisor Yvonne Brathwaite Burke, Los Angeles County

SECOND VICE PRESIDENT: Councilmember Ron Bates, City of Los Alamitos

IMMEDIATE PAST PRESIDENT: Supervisor Judy Mikels, Ventura County

IMPERIAL COUNTY: Tom Vessey, Imperial County • David Dhillon, El Centro

LOS ANGELES COUNTY: Yvonne Brathwaite Burke, Los Angeles County • Richard Alarcon, Los Angeles • Richard Alatorre, Los Angeles • Eileen Ansari, Diamond Bar • Bob Bartlett, Monrovia • Bruce Barrows, Cerritos • George Bass, Bell • Sue Bauer, Glendora • Hal Bernson, Los Angeles • Robert Bruesch, Rosemead • Laura Chick, Los Angeles • Gene Daniels, Paramount • Doug Drummond, Long Beach • John Ferraro, Los Angeles • Michael Feuer, Los Angeles • Jane Friedkin, El Segundo • Ruth Galanter, Los Angeles • Eileen Givens, Glendale • Jackie Goldberg, Los Angeles • Garland Hardeman, Inglewood • Mike Hernandez, Los Angeles • Nate Holden, Los Angeles • Keith McCarthy, Downey • Barbara Messina, Alhambra • Cindy Miskowski, Los Angeles • David Myers, Palmdale • George Nakano, Torrance • Pam O'Connor, Santa Monica • Jenny Oropeza, Long Beach • Beatrice Proo, Pico Rivera • Diann Ring, Claremont • Mark Ridley-Thomas, Los Angeles • Richard Riordan, Los Angeles • Marcine Shaw, Compton • Rudy Svorinich, Los Angeles • Joel Wachs, Los Angeles • Rita Walters, Los Angeles • Dennis Washburn, Calabasas • Paul Zee, South Pasadena

ORANGE COUNTY: William Steiner, Orange County • Steve Apodaca, San Clemente • Ron Bates, Los Alamitos • Art Brown, Buena Park • Jan Debay, Newport Beach • Richard Dixon, Lake Forest • Charlene Hatakeyama, La Palma • Bev Perry, Brea

RIVERSIDE COUNTY: James Venable, Riverside County • Dick Kelly, Palm Desert • Jan Leja, Beaumont • Ron Loveridge, Riverside • Andrea Puga, Corona • Ron Roberts, Temecula

SAN BERNARDINO COUNTY: Larry Walker, San Bernardino County • Bill Alexander, Rancho Cucamonga • Jim Bagley, Twentynine Palms • David Eshleman, Fontana • Lee Ann Garcia, Grand Terrace • San Bernardino • Gwenn Norton-Perry, Chino Hills • John Starbuck, Highland

VENTURA COUNTY: Judy Mikels, Ventura County • Andrew Fox, Thousand Oaks • John Melton, Santa Paula • Toni Young, Port Hueneme

Rev. 4/15/98

Southern California Association of Governments

818 West 7th Street, 12th Floor, Los Angeles, California 90017-3435 213. 236.1800 www.scag.ca.gov

TABLE OF CONTENTS

EXHIBITS.....	A
EXECUTIVE SUMMARY	1
RECOMMENDATIONS	3
INTRODUCTION	5
ISSUES AND RECOMMENDATIONS	8
SOCIAL ISSUES.....	8
ECONOMIC ISSUES	12
INFORMATION AND SERVICES ISSUES	14
EMPLOYMENT AND COMMUNITY DEVELOPMENT ISSUES	15
CENTRAL SANTA ANA COMMUNITY.....	19
SOCIAL AND ECONOMIC CONDITIONS.....	19
COMMUTE TRIP PROFILE	26
SOUTH CENTRAL LOS ANGELES COMMUNITY	33
SOCIAL AND ECONOMIC CONDITIONS.....	33
COMMUTE TRIP PROFILE	40
ACKNOWLEDGMENTS	47

EXHIBITS

CHARTS

SOCIAL AND ECONOMIC INDICATORS	2
CENTRAL SANTA ANA: RACIAL COMPOSITION.....	19
CENTRAL SANTA ANA: SOCIAL CHARACTERISTICS.....	23
CENTRAL SANTA ANA: HOUSEHOLD CHARACTERISTICS	23
CENTRAL SANTA ANA: HOUSEHOLDS WITH CHILDREN UNDER 18	24
CENTRAL SANTA ANA: OCCUPATION PROFILE	24
CENTRAL SANTA ANA: COMMUTE MODE	29
CENTRAL SANTA ANA: MEDIAN TRAVEL TIME BY MODE	29
SOUTH CENTRAL LA: RACIAL COMPOSITION.....	32
SOUTH CENTRAL LA: SOCIAL CHARACTERISTICS.....	37
SOUTH CENTRAL LA: HOUSEHOLD CHARACTERISTICS.....	37
SOUTH CENTRAL LA: HOUSEHOLDS WITH CHILDREN UNDER 18	38
SOUTH CENTRAL LA: OCCUPATION PROFILE.....	38
SOUTH CENTRAL LA: COMMUTE MODE	43
SOUTH CENTRAL LA: MEDIAN TRAVEL TIME BY MODE.....	43

TABLES

CENTRAL SANTA ANA: POPULATION PROFILE	25
CENTRAL SANTA ANA: MEANS OF TRANSPORTATION OF COMMUTERS BY TRAVEL TIME	30
SOUTH CENTRAL LA: POPULATION PROFILE	39
SOUTH CENTRAL LA: MEANS OF TRANSPORTATION OF COMMUTERS BY TRAVEL TIME	44

MAPS

COMMUNITIES IN NEED	7
WELFARE TO WORK POPULATION: WHERE DO THEY LIVE AND WHERE COULD THEY WORK.....	12
CENTRAL SANTA ANA COMMUNITY.....	21
WORK TRIPS ORIGINATING FROM CENTRAL SANTA ANA COMMUNITY	31
COMMUTE DISTANCE FROM CENTRAL SANTA ANA COMMUNITY	32
SOUTH CENTRAL LA COMMUNITY	34
WORK TRIPS ORIGINATING FROM SOUTH CENTRAL LOS ANGELES	45
COMMUTE DISTANCE FROM SOUTH CENTRAL LOS ANGELES COMMUNITY.....	46

EXECUTIVE SUMMARY

Central Santa Ana Community and South Central Los Angeles Community represent two areas, with a large number of residents, who are poor, unemployed, lack proper education, and speak very little or no English. (See Chart 1.) Such communities are numerous in the SCAG region, particularly in Los Angeles and Imperial Counties. Although they have a common thread that connects them all, they each have unique characteristics that need to be analyzed and be placed in context. This study is intended to serve as a platform for further analysis. Subregions and local neighborhoods in the region can hopefully use it to analyze the conditions of distressed communities in their area and develop strategies to improve their access to employment.

Central Santa Ana and South Central Los Angeles share common challenges experienced by most distressed communities. They, however, experience them in varying degrees and forms. South Central LA, a large community of 338 thousand residents, is more disadvantaged in many ways. Its households earn \$17 thousand, which is half of what others in LA County earn. This median income is also much lower than Central Santa Ana households' (\$30 thousand). With a demography that is in a flux, South Central LA is a community still evolving and somewhat unstable. A large number of its residents are out of the labor market, and even more are welfare dependent. Most of its households with children are headed by single parents. Finally, many households do not have access to cars. Yet, workers in South Central LA travel longer to their jobs than those in Central Santa Ana.

The two communities represent three to four percent of the total population and three to four percent of the number of households in their counties. South Central Los Angeles, however, is a much larger community, almost three times the size of Central Santa Ana. Central Santa Ana is mostly comprised of Latinos (84%), while a combination of Latinos (56%) and Blacks (40%) represents almost all of South Central LA's population. Moreover, while Central Santa Ana has been a stable Latino community, the latter, has been rapidly changing from what used to be a predominantly African American to what is now a mostly Latino community.

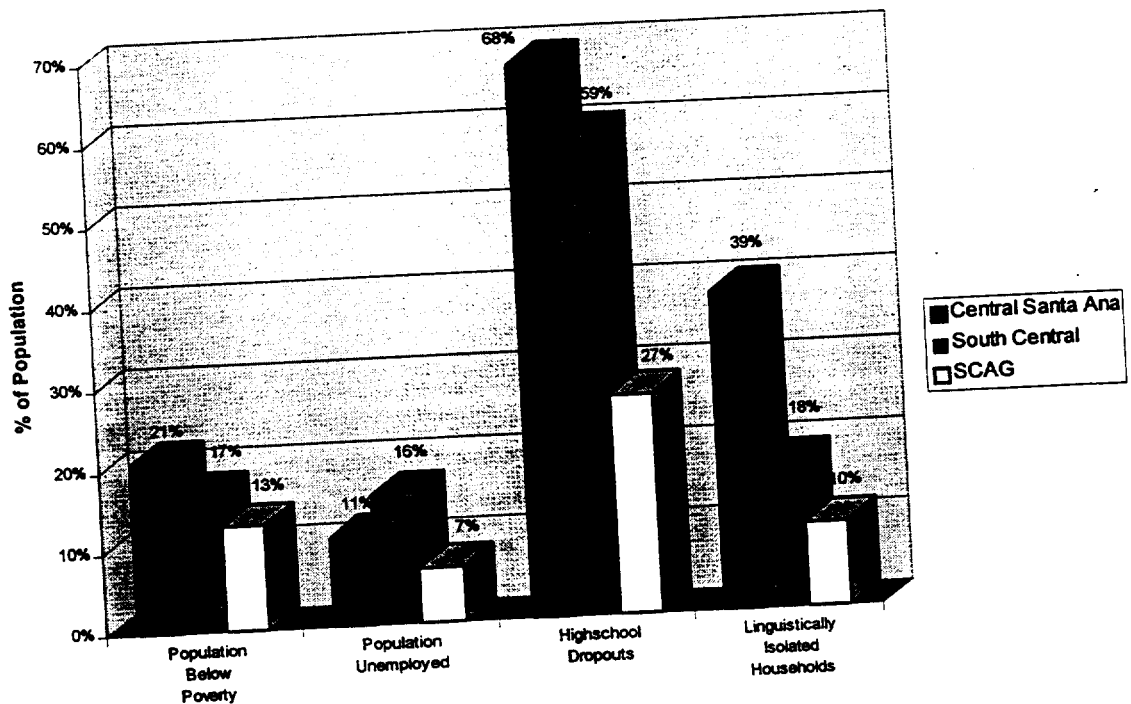
Both, Central Santa Ana and South Central LA have high (7% to 9%) unemployment rates. However, the percentage of persons that are out of the labor force is much larger in South Central LA (35%, compared to 21% in Central Santa Ana). Moreover, South Central LA's rate of labor participation is 10% lower than LA County's, while Central Santa Ana's is consistent with Orange County's. This finding is also mirrored by a dramatically high representation, 72%, of welfare dependent households in South Central LA, compared to 10% in Central Santa Ana and LA County. Almost half of both communities' households consist of children under 18. However, a much larger segment of South Central LA's households, 47%, are headed by single parents (compared to 21% in Central Santa Ana). Most of these single householders are women, faced with the

daily challenges of caring for their children and trying to maintain jobs single-handedly. This phenomenon also partly explains why so many people are out of the labor force and dependent on welfare in this community. For those who are employed, their journey to work is longer than what is common in others areas. The median commute time for South Central LA residents is 31 minutes, compared to 25 minutes in LA County, and 24 minutes in Central Santa Ana. Moreover, the percent of households without automobiles in South Central LA, 29%, is more than twice that of Central Santa Ana.

Central Santa Ana has larger challenges in three areas. A very significant segment of its population, 68%, represents high school dropouts (compared to 59% in South Central), lacking basic reading and writing skills. Secondly, households in which very little or no English is spoken, is also more common in Central Santa Ana (39%, compared to 18% in South Central LA). The aggregate numbers of people in these categories are, however, much higher in South Central LA. Both these factors limit the residents' employment potentials. Thirdly, more than half of the population in Central Santa Ana Community are foreign born persons, most of whom are non-US citizens. Welfare reform bars this group from most public assistance, exposing them to worse conditions of living.

Chart 1

Social and Economic Indicators



SOURCE: 1990 Census.

Recommendations

The following is a list of recommendations designed to address various issues that became evident through analysis of the findings.

Social Issues

- Promote easy access to entry-level jobs and training centers, as well as services, such as child care and health care, through transit, carpool/van pool, and jitney services.
- Promote the development of support services mentioned above along transit routes/centers, near employment and training centers.
- Facilitate education and basic training in distressed communities.
- Promote employment skill training in high schools.
- Promote flexible work schedule.
- Support extension of time limits for naturalization of legal immigrants and for the hard to train/employ welfare recipients.
- Support a Welfare-to-Work initiative that is inclusive of legal immigrants.

Economic Issues

- Promote a user-side transit and carpool/vanpool subsidy, such as vouchers and transit checks targeted at low-income people.
- Promote a mixed strategy of transit, carpooling, vanpooling, jitney, and shared taxis.

Information and Service Issues

- Provide simple information in languages other than English when appropriate.
- Coordinate with organizations, such as social services, job training/placement centers, hospitals, and business/social/civic centers to provide one-stop information centers.
- Promote partnership among various transit operators to provide services and information in a comprehensive and coordinated approach.
- Establish carpooling, vanpooling and jitney services on the home side through neighborhoods organizations, churches, housing authorities, and major landlord and apartment associations.
- Promote a bench-marking system to monitor and improve the quality and accessibility of transit.
- Work with employers and job placement/training centers to integrate new workers entering the work force into existing employer-based commuter assistance programs.

Employment and Community Development Issues

- Promote a rideshare system that addresses emerging reverse commute needs.
- Promote an equalization of job and housing opportunities across cities and counties.
- Encourage a comprehensive job creation and development approach.

- Promote community reinvestment and revitalization through the Livable Places Initiative.
- Increase affordable housing development near employment and distressed communities.
- Promote location efficiency mortgages and other methods to increase home ownership in distressed and transit-rich communities.

INTRODUCTION

SCAG's Regional Comprehensive Plan and Guide identifies "Communities in need" in the region using the 1990 Census tract information. The key social and economic indicators used to define those communities are the following:

- Population below poverty
- High school dropouts - persons 25 years and over
- English spoken "not well or not at all" - persons 5 years and over
- Unemployed in labor force

Census tracts in the highest quartile of any three of the above listed indicators were used to identify the "communities in need". Only tracts which contain 1,000 or more persons were used, focusing on urbanized areas only. (See Communities in Need Map.)

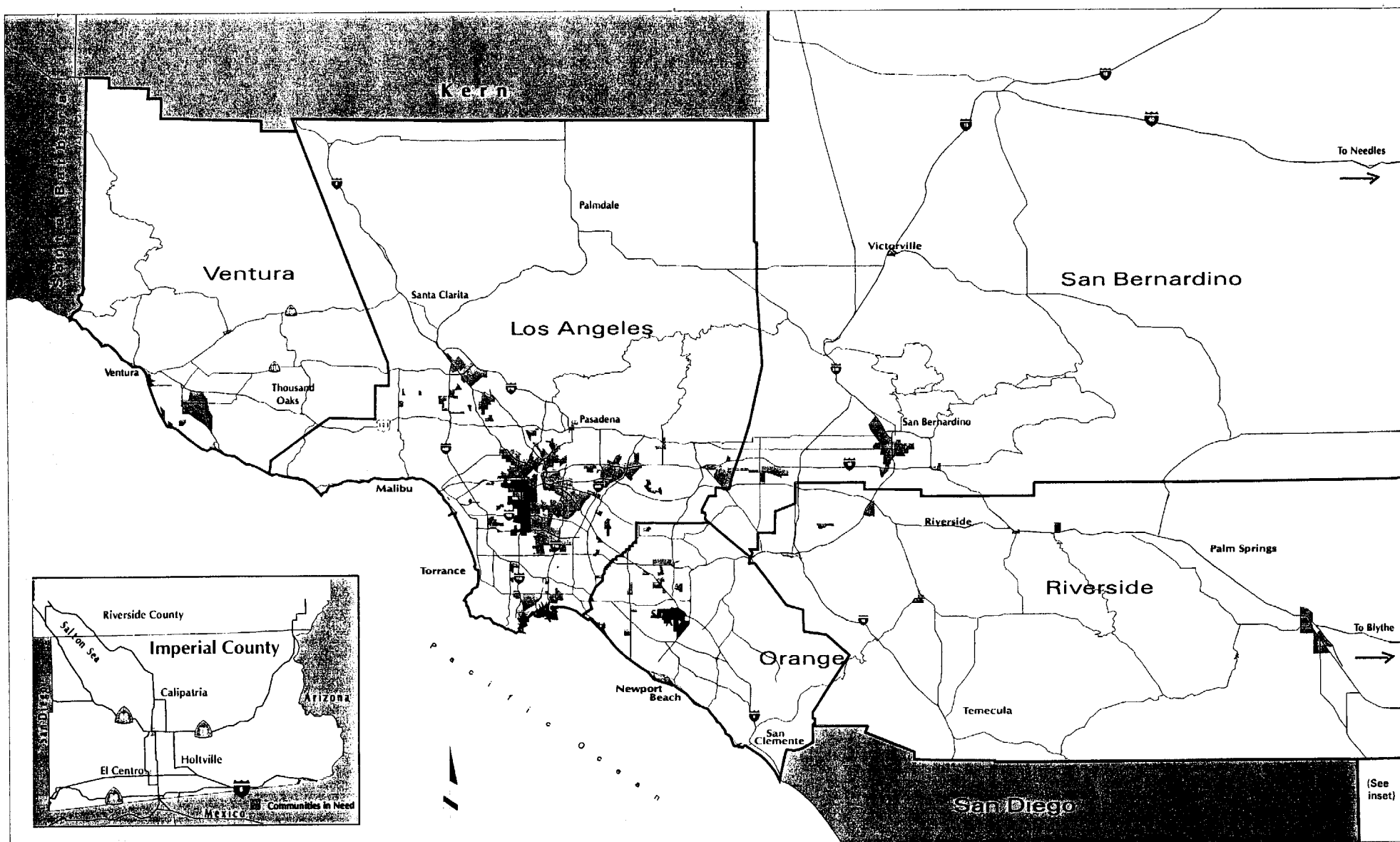
All six counties in the SCAG region contain communities that are in need, as defined above. Such communities represent a significantly large portion of Imperial and Los Angeles County (48% and 30%, respectively), while they make up less than 10% of Ventura (9%), Orange (8%), Riverside (7%), and San Bernardino (5%).

The purpose of this paper is to examine two communities in South Central Los Angeles, Los Angeles County, and Central Santa Ana in Orange County, and analyze their social, economic and mobility conditions, using census tract data. The report makes an assessment of the commute patterns, mode choice, occupational profiles and transportation strategies that link these two distressed communities with job opportunities. It analyzes mobility needs in the context of promoting transit access, mode choice and proximity to employment for low income populations in order to provide for greater equity in transportation services. Based on the findings, it also identifies issues and recommendations to address them.




The two communities are chosen as samples because of the interesting similarities and contrasts they present. As mentioned above, LA County consists of the largest segment of distressed communities in the region. Orange County, on the other hand, is one of the four SCAG counties that contain fewer of these communities. Hence, the two communities represent each category. South Central LA is a community in an old inner city, while Central Santa Ana is located in a more suburban area. They are both gateways for immigrants coming into the region, who are usually transit dependent. Both communities have hosted state enterprise zones. In addition, they have plenty of entrepreneurial spirit, with an array of street vendors and small businesses. Finally, several innovative transportation projects, such as the Dash in Watts and a tele-village, as well as the community-based effort through LANI, make South Central LA a suitable place to examine.

In summary, five to fifty percent of each county in the SCAG region consists of distressed communities. A large segment of their population lives below poverty, lacks high school education, speaks little or no English and is unemployed. These communities also tend to have a large number of immigrants, households with children and welfare recipients. The recent welfare reform renders some welfare recipients ineligible for welfare benefits, while it requires all recipients to transition to the working world soon.

Such distressed communities have special transportation needs that should be addressed. Transportation cost is most often too high in relation to household income. Many of the households do not own automobiles. Hence, their need for various ridesharing options, such as transit, carpool, vanpool, jitneys and bike-ways is urgent. Rideshare information is often hard to get and understand. Carpools and vanpools are traditionally geared towards employees of large organizations and limited to commute trips. They are not viable options to parents who need to make several stops to and from work or the unemployed looking for work. Access to child care and training centers is a key component of providing access to employment. As welfare recipients enter the working world, the need for a more flexible, affordable and accessible rideshare system becomes heightened.



Communities in Need

-  Communities in Need
-  South Central and Central Santa Ana
-  Thomas Bros. Freeways & Highways



Southern California Association of Governments
January 1998

ISSUES AND RECOMMENDATIONS

Social Issues

- Most residents have a low level of education and employment skills.
- Most households consist of children and are run by single parents.
- Many depend on welfare as their sole source of income.
- Many immigrants are at risk of losing their eligibility for public assistance.

Lack of Education and Skills

A significant segment of the population does not speak English adequately. Also, Many are without a basic reading and writing skills and lack a high school diploma. For instance about a quarter of the households (39% in Central Santa Ana and 18% in South Central LA) speak little or no English. More than half (68% in Central Santa Ana and 59% in South Central LA) of the communities' residents, 25 years and over, do not have a high school education. This clearly puts many jobs out of their reach.

Education and basic training should be aggressively marketed in these communities. Skill acquisition also needs to be an integral part of our formal education system. Most employers are reluctant to spend money on basic skill development, for fear of not getting a return on their training expenses. According to a study by UCLA's Sanford M. Jacoby, 13% of businesses with 250 employees or more provide basic skills training, while only seven percent of businesses with 50 to 250 employees provide basic skills training. On the other hand, typically, almost all jobs require at least a high school or a vocational school diploma. Furthermore, very few jobs offer a career potential for someone with just a high school education. The following table shows the new jobs that are being created in Los Angeles County in 1998 and the education they require.

Industries	New Jobs	Education
Apparel & textile	5,500	high school or vocational
Aerospace	1,000	college or higher
Construction	3,000	high school or vocation
Tourism	6,000	minimal
International trade	23,000	minimal or high school
Bio-medical research	800	college or higher
Computer programming	2,500	college or vocational
Entertainment industry	21,000	college or vocational
Retail	5,000	high school, or college

Source: Los Angeles Economic Development Corp., printed in the Whittier Daily News, December 31, 1997.

Single householders

About half of all the households in Central Santa Ana and South Central LA consist of children under 18 (compared to one-third in each county). Moreover, out of these households with children, 21% in Central Santa Ana (compared to 19% in Orange) and 47% in South Central LA (compared to 26% in LA County), are headed by a single parent, mostly women. Heads of households, particularly single ones, have an extra burden of taking their kids to child care, schools, health care facilities and so on. Without adequate transportation to access these services, their ability to find and hold employment is limited.

Residents of Central Santa Ana and South Central LA have rigid work schedules. According to SCAG's Rideshare Department, only 10% of the clients from these communities, have flexible schedules, compared to almost 20% in Orange and Los Angeles County. A flexible schedule is one where employees have a one hour window flexibility, within which they can report to or leave work. This flexible commute option is unavailable to almost all (90%) of the community workers, although they are the ones who need it most. For a single mother, responsible for an entire household and dependent on a transit system with service gaps, maintenance problems, and long waits between buses, maintaining a job with an inflexible schedule is a definite challenge. One may suspect the schedule variation is due to occupational differences. The findings do not entirely support this logic, although it may be true in some cases. The distribution of community and county workers along three occupational categories that employ most (about 70%) of them is almost identical: approximately 35% work in service, 20% in manufacturing, and 15% in retail. However, some types of jobs within a given sector require fixed schedules. For example, a cook's schedule in a fast food restaurant may be less flexible than the manager's, although they are both considered workers in the same service industry.

Welfare Recipients

Welfare dependency is a very serious problem, particularly in the South Central LA community. (See Welfare to Work Population on last page.) Both Central Santa Ana and South Central LA are communities with many low income residents. However, Central Santa Ana is a low wage, foreign immigrant community, while South Central LA is a welfare dependent African American community, experiencing an influx of Latino immigrants. One tenth of all households in Central Santa Ana and a staggering 72% in South Central LA receive public assistance. In light of the current welfare reform and the Welfare-to-Work initiative, this poses significant employment access challenges for the transportation system in each county and the region.

Welfare reform places up to a five year limit on welfare eligibility and requires recipients to start working within eighteen months. This means a significant number of welfare recipients, 3,000 in the Central Santa Ana and 75,000 in South Central LA, must make a

transition into the work force over the next several years. One of the biggest barriers is transportation to jobs, training centers, and support services, such as child care.

In support of this reform initiative, the Regional Transportation Plan: Community Link 21 advocates transportation programs that use innovative strategies to help people make the transition to the working world. For instance, it raises the issue of welfare-to-work and the challenge of designing a transportation strategy that accommodates the needs of low-income welfare workers in an equitable and efficient manner. It proposes actions to develop and implement accessible information and lower-cost, non-traditional transportation systems, to help the working poor access suitable jobs.

Most welfare recipients are expected to seek entry-level or low-skill jobs. According to Economic Development Division (EDD) data, the top four fastest growing low-skill jobs by industry and occupation in Orange County are as follows:

- Service industries: food services, garden/lawn, and building maintenance services
- Service and sales occupations: counter attendants, order clerks, mechanic/repair helpers, and stock clerks

In Los Angeles County, the fastest growth is occurring in the following areas:

- Service industries: food services, automotive services, motion picture, and nursing care
- Service and sales occupations: counter attendants, stock clerks, order clerks, and salespersons

Legal Immigrants

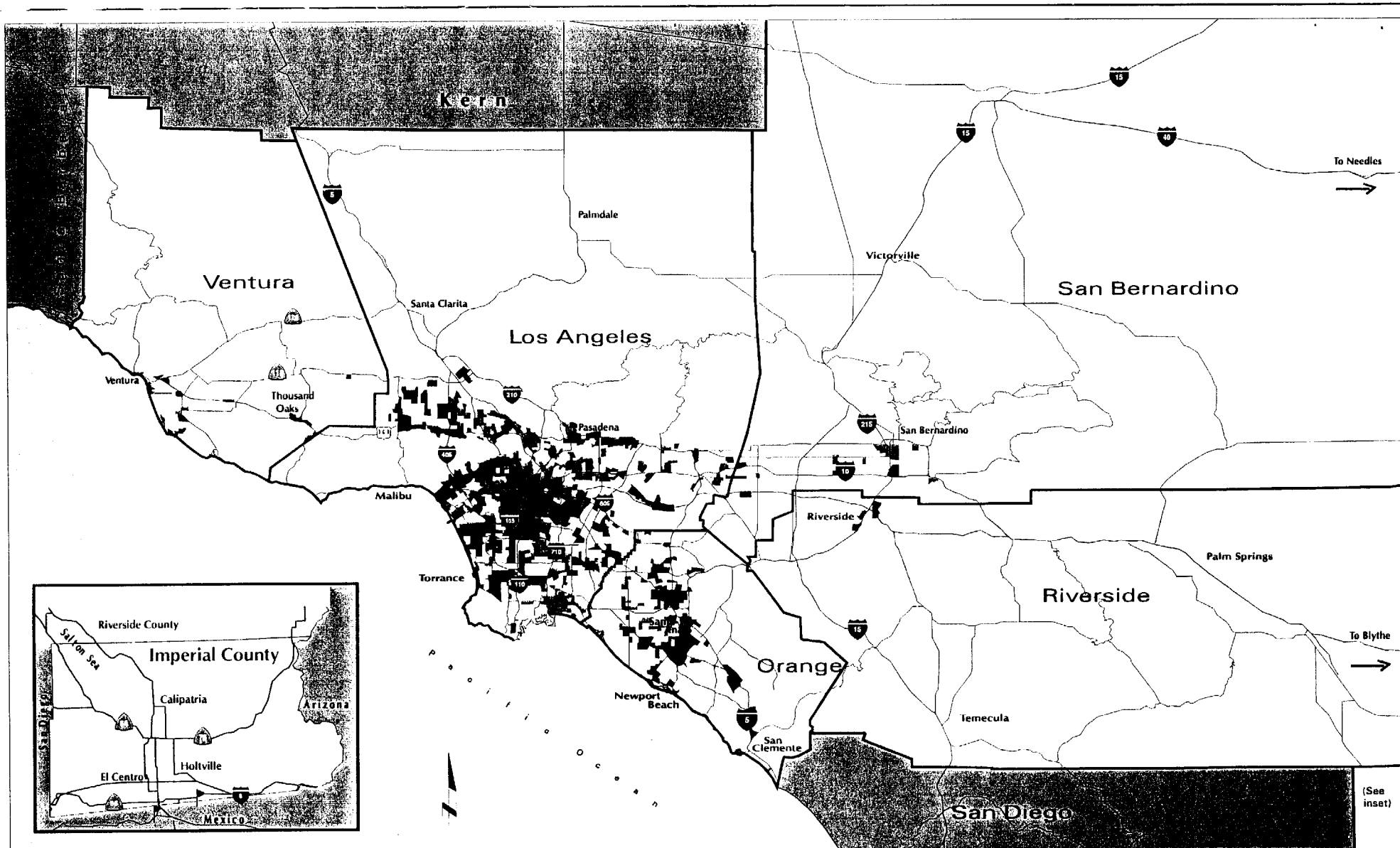
A significant portion of the communities' population, particularly Central Santa Ana's, is comprised of foreign born persons. Moreover, more than 80% of the communities' foreign-born population are not US citizens. Hence, a total of 197 thousand legal immigrants residing in the two communities (77,000 in Central Santa Ana and 120,000 in South Central LA) may soon be barred from most public assistance.

Historically, legal immigrants have been eligible for a full range of public assistance. The new welfare reform, however, bars them from Food Stamps and Social Security Income (SSI). In addition, the state has the authority to opt to bar them from Temporary Assistance to Needy Families (TANF). Although the Medi-Cal, California's Medicaid program, is unchanged under the welfare reform, a number of federal and state provisions may affect the eligibility of immigrants. States can opt to bar legal immigrants from Medicaid. In addition, H.R. 3734 (the Personal Responsibility and Work Opportunity Act of 1996) renders all future legal immigrants ineligible for Medicaid during the first five years of their stay in the US. A major effort will be put into the welfare-to-work initiative nation-wide. However, the program applies to current TANF recipients only. If the state opts to bar legal immigrants from TANF, it will also exclude them from training, job-placement, and other services that may be part of the Welfare to Work initiative.

Although the exact impact of welfare reform on legal immigrants in these particular communities has not been quantified, we can safely conclude that most of them will be adversely affected. For example, it is estimated that 88% of the 113 thousand-plus legal immigrants currently receiving SSI in LA County, will lose their eligibility. The rate at which naturalization occurs will determine the number of immigrants that will retain their eligibility for benefits. Processing cost and other requirements, however, renders naturalization especially problematic for these low-income and linguistically isolated communities, lowering their chance and rate of becoming US citizens.

Recommendation

- Promote easy access to entry-level jobs and training centers, as well as services, such as child care and health care, through transit, carpool/van pool, and jitney services.
- Promote the development of support services mentioned above along transit routes/centers, near employment and training centers.
- Facilitate education and basic training in distressed communities.
- Promote employment skill training in high schools.
- Promote flexible schedule.
- Support extension of time limits for naturalization of legal immigrants and for the hard to train/employ welfare recipients.
- Support a Welfare-to-Work initiative that is inclusive of legal immigrants.



Welfare to Work Population

The SCAG Region



Economic Issues

- The cost of transportation is very high in relation to household income.
- Automobile ownership is low, according to available data.

Transportation Cost

Residents of both communities earn significantly less than their neighbors in surrounding areas. The median income of the residents of Central Santa Ana is 35% less than the residents of Orange County. The residents of South Central LA earn only half of what LA County's residents earn. One fifth of both communities' population live below the poverty line.

The cost of transportation is a financial burden, added to and compounded by the high cost of housing, limiting the access to employment of this low-income populace. Bus fare costs Central Santa Ana residents two to four percent of their monthly income, while it costs South Central LA residents three to seven percent of their monthly income. This estimate is based on the average cost of one monthly pass or one round-trip fare a day. However, most residents can not afford to pay the one time high cost of a monthly pass. Also, they make multiple trips a day, some of which require additional cost for transfers. Considering these factors, we can estimate that transit costs about 10% of the residents' monthly income.

Car Ownership

According to census tract data, many households in these communities do not own cars. Hence, they depend on other means of transportation, mainly transit, to travel in an environment primarily built for the automobile. One-tenth of Central Santa Ana Community's residents and more than a quarter of South Central LA's households have no access to cars. Hence, their access to employment areas that are not well serviced by transit is limited. Secondly, they do not qualify for positions that require auto ownership explicitly or indirectly. Finally, looking for and maintaining employment is a much harder task for members of these households, due to longer travel time and several transfers associated with transit use. (Note: car ownership data may be skewed due to unregistered vehicles.)

Recommendation

- Promote a user-side transit and carpool/vanpool subsidy, such as vouchers and transit checks targeted at low-income people.
- Promote a mixed strategy of transit, carpooling, vanpooling, jitney, and shared taxis.

Information and Service Issues

- Information regarding ridesharing is difficult to attain and understand.
- Transit services need improvement.
- The focus of carpool and vanpool services and information is narrow.

Rideshare Information

Aside from the real lack of access to adequate transit, there is a significantly strong perception and lack of knowledge regarding transit that keeps many people from using it. In any given jurisdiction of a transit operator in the region, with some varying degree, finding out where, how, and which service to use requires a level of effort, fore knowledge and communication skills that the average high school drop out, non-English-speaking person, or a single mother with a tight daily schedule may not possess.

One can get transit information by calling 800 numbers provided by transit operators. However, these services, usually linked to computers or busy operators with limited knowledge, need to be friendlier to customers. They require access to telephones, as well as quick and precise information regarding travel time and address. Also, they are not well advertised and are inaccessible during high volume call-periods. Transit information centers or booths/kiosks providing schedules, maps, and passes are very few, dispersed, and limited to a particular transit provider.

A second and a more comprehensive source of information is SCAG's regional automated transit trip planning system. Known as Transtar, this system provides personalized and detailed transit itineraries, as well as carpool and vanpool matches. Although its services have been mainly geared to serve commuters and also share some of the barriers mentioned above, Transtar has started to reach a broader market. Currently, it is featured in a Los Angeles County GAIN job office and the Oxnard Job Training Center in Ventura County. When providing job referrals, these offices are now able to provide customized transit itinerary for each job applicant, as well as rideshare program assistance to employers who hire welfare-to-work- participants. This effort needs to be encouraged and expanded to other similar agencies through out the region.

Almost all transit information, currently provided by transit provider, through telephone or in written form, is limited by jurisdiction boundaries. This problem will partly be solved with the implementation of and full participation in SCAG's Regional Data Transit Information Exchange (RTDIE) project. RTDIE is another database project being developed by SCAG to allow exchange of transit information by all providers that participate in it. It will enable transit users to easily obtain information by making a single call to any transit provider. It also offers providers an opportunity to expand their market.

Rideshare Services

SCAG's data indicates that the urban poor live in communities that are adjacent to entry level and low-skill jobs and transit services. Analysis of the commute patterns in Central Santa Ana Community, in particular, also suggests that residents work mostly within and near their communities. It also shows that commuters of both communities use transit and carpooling more than others in their surroundings. However, the data fails to reveal other key factors that affect the viability of ridesharing as a reliable and accessible means of transportation. Information that indicates the quality and accessibility of transit lines is unavailable. Also, almost all existing transportation data pertains to commuters only. Hence, no analysis can be done of non-work trips, which usually affects employment.

A recent article in LA Times (October 6, 1997) featured the case of a single mother of two, who travels three hours on six buses one way to get to work. Such stories regarding public transit's lack of adequate services, including maintenance, frequency of service, crowdedness, and public safety are not unusual. Current transit patterns also fail to accommodate shift, evening, or weekend work hours. Finally, the option of carpooling or vanpooling is simply not there for most. They are mainly organized for and promoted to commuters. Therefore, they are unavailable to the unemployed and also those who need to make several stops, to and from work.

Recommendation

- Provide simple information in languages other than English when appropriate.
- Coordinate with organizations, such as social services, job training/placement centers, hospitals, and social/civic centers to provide one-stop information centers.
- Promote partnership among transit operators to provide services and information in a comprehensive and coordinated approach.
- Establish carpooling, vanpooling and jitney services on the home side, through neighborhood organizations, churches, housing authorities, and associations.
- Promote a bench-marking system to monitor and improve quality and accessibility of transit.
- Work with employers, job placement/training centers to integrate new workers entering the work force into existing employer-based commuter assistance programs.

Employment and Community Development Issues

- Some spatial mismatch exist between jobs and employment seekers.
- More and stable jobs are needed.
- Housing cost will become more burdensome.

Employment

The currently unemployed, as well as those who will soon enter the work force due to the welfare reform, need suitable employment in their communities. More than 10% of the communities' residents in the labor force are unemployed, while a lot more depend on welfare. Moreover, a significant portion of the populace lacks education and language skills. The SCAG region expects to have 241,634 new workers between 1999 and 2003. It also projects an equal number of entry-level jobs to accommodate the new workers. However, two important issues need to be addressed.

First, although the regional outlook may seem promising, some counties will fall short in their job creation ability. While the number of projected jobs exceeds the number of new workers in Orange County, the opposite is true in LA County. Hence, some South Central LA residents may be forced to seek employment in distant communities, such as those in Orange County. These communities are usually not accessible by transit, which is not designed to meet the commuters' counter-traffic needs.

Secondly, the region's job creation effort needs to be more comprehensive and far sighted. New entry-level and low-skill jobs need to accommodate new workers, as well as some of the currently unemployed. At the same time, mid-level and better paying jobs need to be available to break the poverty cycle and avoid isolation of communities. Entry-level and low-skill wages can not cover the additional expenses, including child care and transportation, households will incur as they transition from welfare to work.

The flight of jobs and human resources has been a feature of older inner cities and urban cores in the past. Non-poor residents and businesses need an incentive to stay in these communities to avoid the loss of fiscal, cultural and political resources. Communities need to sustain and build on existing and future jobs. A transportation system that provides balance and integrates communities and centers can induce investment in communities and transportation corridors. The Livable Communities Initiative provides a link to reinvestment in communities through concepts, such as downtown revitalization and corridor or main street development.

Social networks have a significant effect on employment. The presence of social ties is important in determining a person's ability in finding employment. The typical resident of a distressed community, poor, unemployed, and uneducated, generally has social ties with little potential to lead to a job, let alone a career. Similarly, those that are

immigrants and linguistically isolated may have very few or no social ties at all. Redirecting investment back toward distressed areas, as well as developing mixed income housing, are key to addressing these issues. They have the potential to create proximate jobs of various kinds and levels. They also provide a context for social networks to develop over time.

Housing

Stability of employment and housing are interdependent. The income level of and number of dependents in a household, as well as its ability to find and maintain jobs, greatly impacts its housing conditions. Housing is the single most significant expenditure of most households. Reductions in public assistance and affordable housing funds will only exacerbate the existing housing crisis.

Dwelling units in Central Santa Ana and South Central LA communities represent three to four percent of their counties'. Forty percent (South Central LA) to 60% (Central Santa Ana) of these dwelling units are overcrowded, housing more than one persons per room. Although some households that move from welfare to work may improve their situation in the long run, the short term result seems grim. The situation will be particularly difficult for immigrants, who are barred from most assistance. With SSI payments decreased, elderly people will also have to find creative ways to meet housing needs. On the other hand, declining federal housing assistance will force poor households to find housing through the private renter market, whose rent and deposit requirements are difficult to meet. With most of their resources spent on housing, poor people will have less for food, health care, and other basic necessities. As a result of an increasing housing burden, households may exist in even more overcrowded and substandard housing. Others may be forced from under a roof altogether, and become homeless.

Welfare reform will also affect public housing authorities. Many tenants in public housing projects in South Central LA, for instance, will be affected by welfare to work requirements. (There are no traditional public housing programs in Orange County.) Forty-seven percent of the residents in projects under the Housing Authority of City of Los Angeles (HACLA) receive public assistance. Moreover, 82% of them have been receiving welfare for five years or more. The majority (77%) of welfare recipient families in HACLA are single parent families.

As incomes shrink and tenants pay lower rents, housing authorities must find other ways to maintain and support subsidized housing. The private sector will attempt to replace lost rent with higher paying tenants. Others may decide not to fund general repair and maintenance of housing, thus increasing an inadequate housing stock. In general, as tenants' income and their rent paying ability decrease, the number of vacancies and evictions may increase, due to doubling up and homelessness. Increased development of affordable housing can mitigate some of these problems and also create a customer base to support retail and other business activities.

The Location Efficient Mortgage (LEM) is an underwriting program that encourages lenders to recognize the amount of savings a household in a dense, transit-rich community has, and hence approve a higher mortgage amount than they would with conventional underwriting. This is based on the findings that, on average, households in such communities own fewer cars and drive less than their more suburban counterparts. Both Central Santa Ana and South Central LA are located close to transit lines, presenting great opportunities for reinvestment. Programs such as LEM not only make it easier for households with higher than typical income to own homes in their communities, but could also influence new residential and business developments to flourish. Distressed communities, where credit-deficient residents are usually forced to incur high check cashing fees, often lack access to traditional banks. Through reinvestment programs, banks can re-establish their presence and encourage retail and commercial job opportunities in these communities.

Recommendation

- Promote a rideshare system that addresses emerging reverse commute needs.
- Promote an equalization of job and housing opportunities across cities and counties.
- Encourage a comprehensive job creation and development approach
- Promote community reinvestment and revitalization through the Livable Places Initiative.
- Increase community development and housing block grant awards to inner cities.
- Increase affordable housing development near employment and distressed communities.
- Promote location efficiency mortgages and other methods to increase home ownership in distressed and transit-rich communities.

CENTRAL SANTA ANA COMMUNITY

Social and Economic Conditions

Location

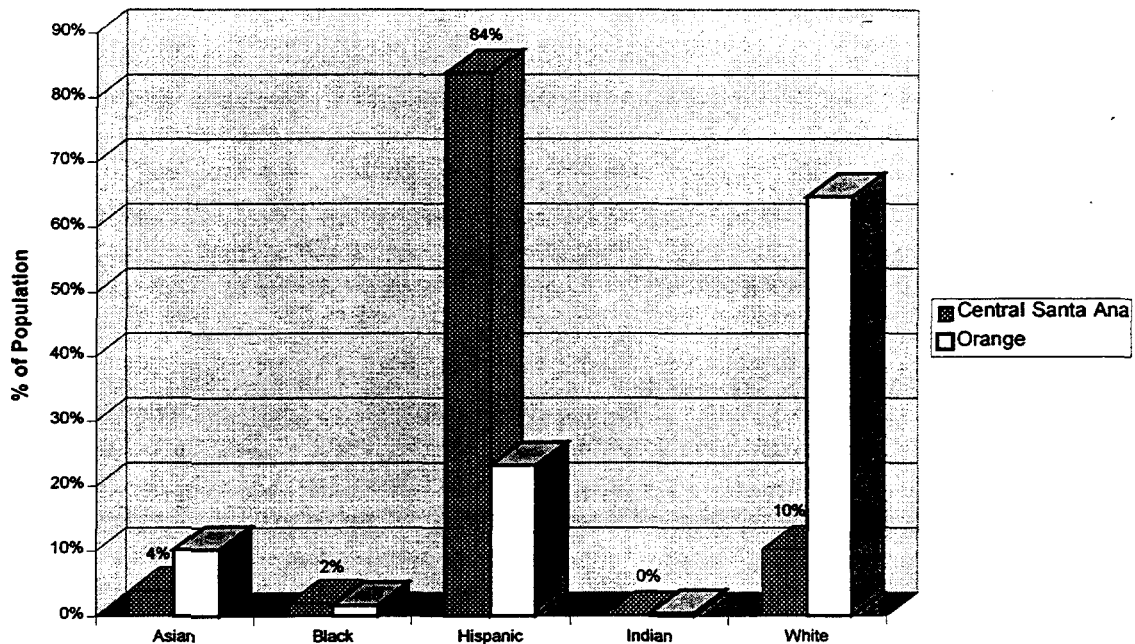
The Central Santa Ana Community is located in the city of Santa Ana, Orange County, east of Fairview Boulevard and west of the Costa Mesa and Central Santa Ana Freeway. Its north and south borders are Westminster Avenue and Mac Arthur Boulevard, respectively. (See Central Santa Ana Community map on page 20.)-

People

The Central Santa Ana Community is home to 144,620 people, 6% of Orange County's total population. It mainly consists of Latino males between the ages of 16 and 64. In contrast, the majority of Orange County's population is White (65%), followed by Latinos (23%). Latinos, who make up 84% of the community, represent a disproportionately high percentage (22%) of the County's population. Males make up slightly more than half of the population (55%), compared to exactly half in the County. (See Chart 2 and Table 1.)

Chart 2

Central Santa Ana
Racial Composition



SOURCE: 1990 Census.

Children under 16 years of age represent a significantly high portion (30%) of the community's population (22% in the County). On the other hand, only 4% of the Community's population consists of elderly persons (9% in the County).

Immigrants in general, as well as non-US citizen immigrants, are a very significant part of the Central Santa Ana community. A majority of the population (61%) is foreign-born (significantly higher than the County's 24%). (See Chart 3 and Table 1.) Moreover, more than half (53%) of the population is comprised of non-citizens, compared to only 17% in the County.

Households

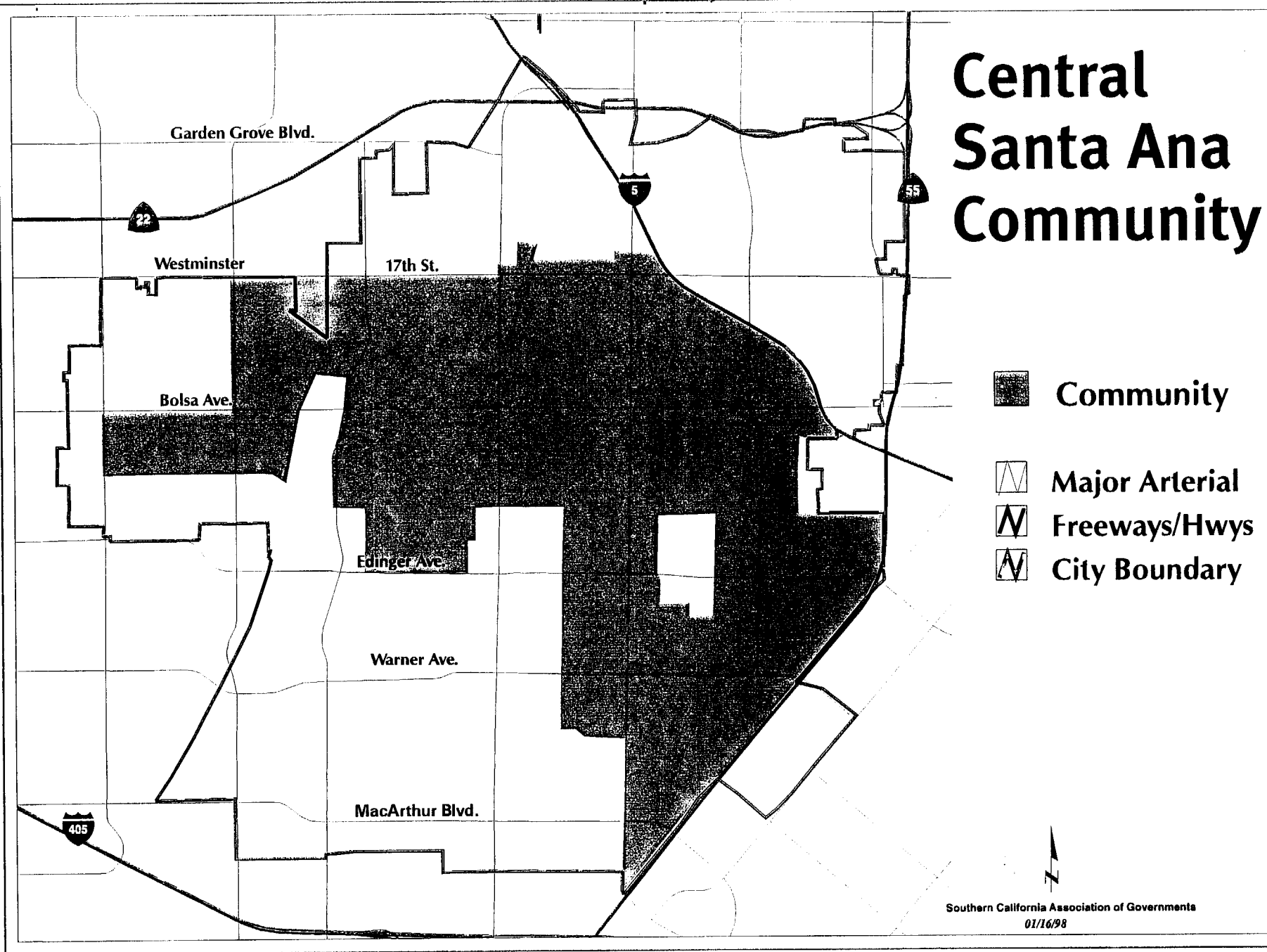
There are 29,333 households in the community, representing 4% of Orange County's total number of households. More than half (54%) of them consist of children under the age of 18. Most of the households with children consist of a married couple. However, 13% of them are headed by single mothers. (See Chart 4 and 5.)

The 29,313 dwelling units in the Central Santa Ana community represent 4% of the County's total dwelling units. Overcrowded units are staggeringly more wide spread in the community. More than half (57%) of the community's dwelling units, compared to 11% of the County's, are overcrowded, as defined by the US Bureau of Census. That is, they house more than one person per room. Moreover, most of them (43%) are extremely overcrowded (1.5 persons per person).

Income

The median household income in the Central Santa Ana Community in 1990 is \$30,000, 35% less than that of Orange County's (\$45,922). Twenty one percent of the population lives under the poverty line, 37% of which are children. This condition is unlike the county's, where only 8% lives below the poverty line. Hence, there are three times as many persons that live below the poverty line in the community than there are in the County. While only 6% of the County's population resides in this community, almost 20% of the County's poor live in it.

Central Santa Ana Community



Employment

Unemployment is widely spread in the Central Santa Ana community, where the likelihood of the residents being unemployed is twice that of the County's. Although the percentage of people in the labor force is similar to that of the County's (79%), 11% of the community's population is unemployed, compared to only 5% in the County. Central Santa Ana's share of unemployed persons (12% of the County's) is double its share of the County's total population (6%). Similarly, households that receive public assistance are twice as many. Ten percent of the community's households are on welfare, compared to 5% in the County. (See Chart 3 and Table 1.)

A significant portion of the Community's residents lack education and skills, limiting their potential for middle or high level employment. Over one-third (39%) of the households are linguistically isolated, compared to only 7% in the County. Moreover, over one-third (68%) of the community's population over 25 have no high school education.

Central Santa Ana represents three times as many persons that do not speak adequate English and have dropped out of high school as there are in the County. As a result, while only 6% of the County's population resides in this community, almost 20% of the linguistically isolated and high school dropouts live there. (See Chart 3 and 4.)

Occupation

Most community, as well as County, residents work in the service industry (37% and 31% workers, respectively). The manufacturing and retail industry employ the next highest percentage of workers. Most jobs in the County fall in the categories of service (35%), manufacturing (20%), and retail (17%) jobs. Hence, the relationship between occupational fields of the community workers and the types of jobs in the County is quite symmetrical. (See Chart 6.)

Retail jobs are numerous in Orange County, representing 17%. A similar portion of the County's residents (16%) also work in this field. However, only 13% of the community's workers have retail jobs. That is, although almost 226 thousand retail jobs exist in the County, only seven thousand of the community residents work in this field. This indicates a potential for job training and job creation in the retail area.

The data indicates that occupations in the government sector are disproportionately high in the community than they are in the County as a whole. Government jobs represent 10% of the residents' jobs, compared to only 3% of the County's. On the other hand, manufacturing, as well as Finance and Insurance jobs are less common amongst community residents. Only 15% and 13% of them are employed in Manufacturing and Finance/Insurance, compared to 21% and 16% in the County. (See Chart 6.)

Chart 3

**Central Santa Ana
Social Characteristics**

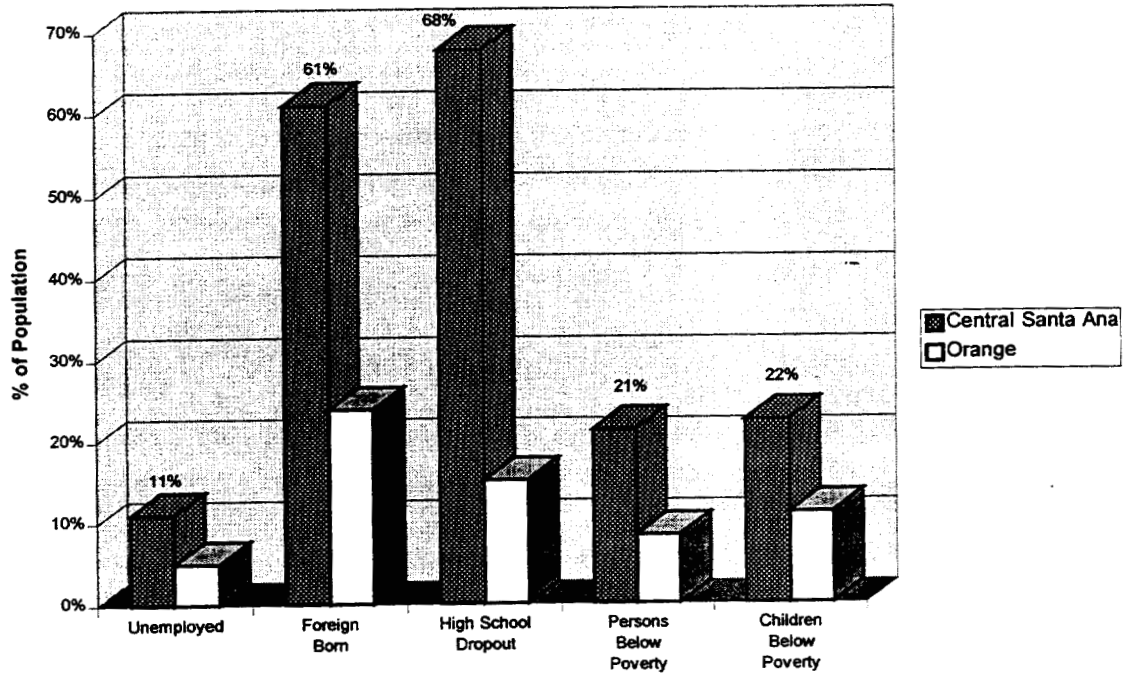
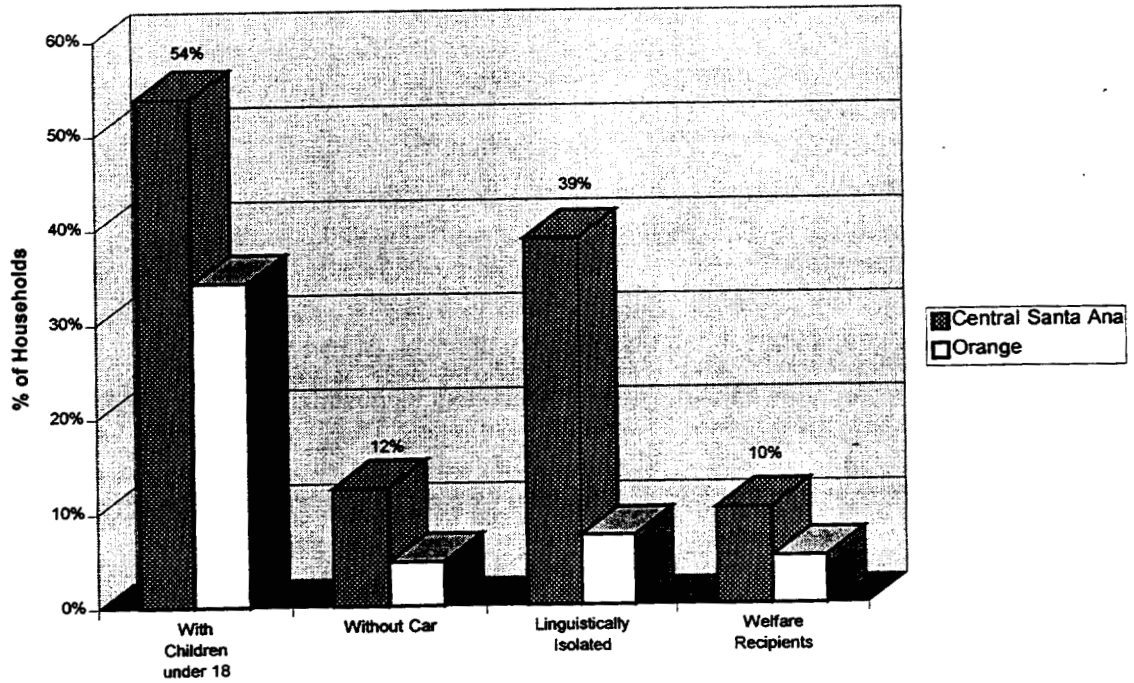


Chart 4

**Central Santa Ana
Household Characteristics**



SOURCE: 1990 Census

Chart 5

**Central Santa Ana
Households with Children Under 18**

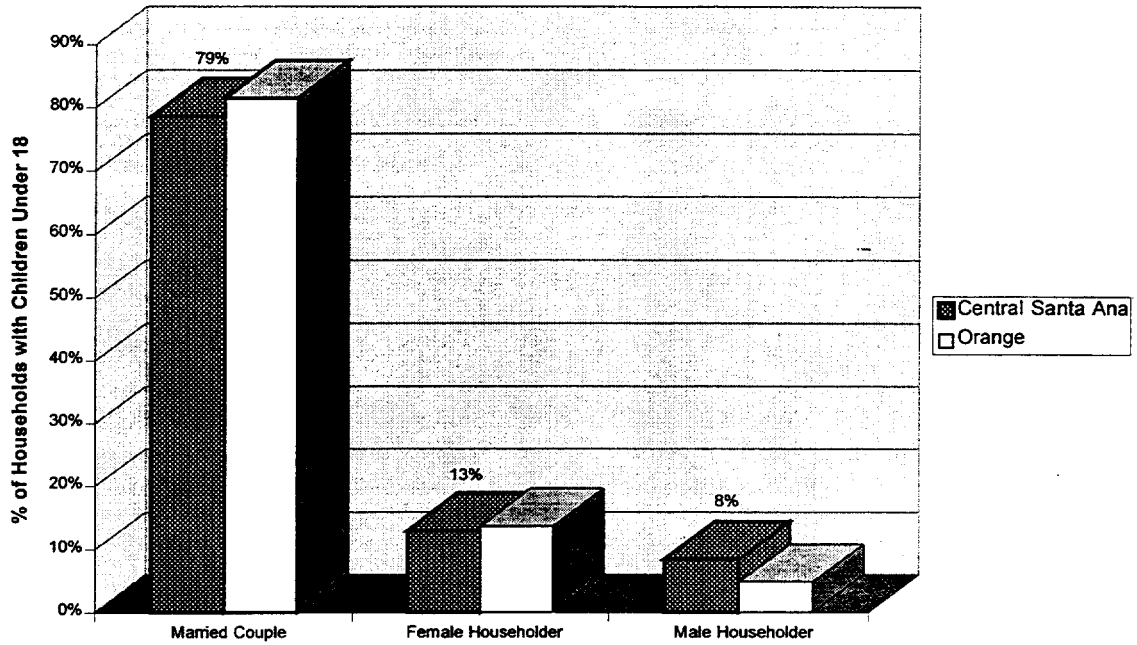
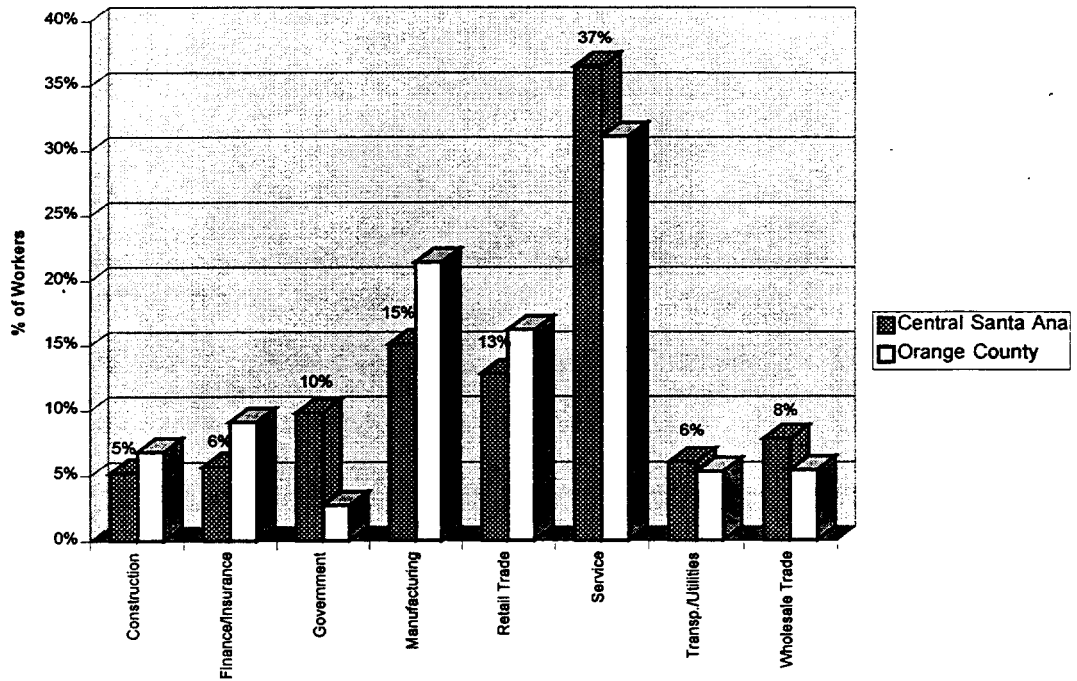


Chart 6

**Central Santa Ana
Occupation Profile**



SOURCE: 1990 Census.

NOTE: Occupation categories representing below 2% of workers are not included.

Table 1

POPULATION PROFILE OF CENTRAL SANTA ANA COMMUNITY

		Central Santa Ana		Orange County	
		Total	% of Total	Total	% of Total
Population	Total	144,620	100%	2,410,556	100%
Gender	Female	64,928	45%	1,197,258	50%
	Male	79,692	55%	1,213,298	50%
Age	Under 16	42,863	30%	525,177	22%
	16 to 64	95,914	66%	1,666,388	69%
	Over 65	5,843	4%	218,991	9%
	Over 25	68,896		1,895,208	
	Under 18	50,972		589,303	
Race	Asian	5,585	4%	244,407	10%
	Black	2,785	2%	38,825	2%
	Hispanic	121,095	84%	556,957	23%
	Indian	212	0%	9,534	0%
	White	14,693	10%	1,557,956	65%
	Other	250	0%	2,877	0%
Employed (Population over 16, seeking employment)	Female	21,475	34%	561,874	43%
	Male	41,672	66%	730,598	57%
	Total	63,147	88%	1,292,472	94%
Unemployed (Population over 16, seeking employment)	Female	3,619	45%	28,460	44%
	Male	4,488	55%	36,915	56%
	Total	8,107	11%	65,375	5%
Not in Labor Force (Population over 16)	Female	18,899	62%	350,321	68%
	Male	11,482	38%	165,027	32%
	Total	30,381	30%	515,348	27%
Other (Population over 25) (Population under 18)	Foreign Born	88,236	61%	575,108	24%
	High School Dropout	46,696	68%	286,557	15%
	Persons Below Poverty	30,782	21%	200,860	8%
	Children Below Poverty	11,460	22%	65,463	11%
Households	Total	29,333	100%	827,066	100%
With Children under 18	Married Couple	12,419	79%	231,247	82%
	Female Householder	2,042	13%	38,750	14%
	Male Householder	1,337	8%	13,740	5%
	Total	15,798	54%	283,737	34%
Other	Without Car	3,653	12%	38,613	5%
	Linguistically Isolated	11,381	39%	60,871	7%
	Welfare Receipiants	3,001	10%	41,683	5%
	Median Income	\$30,000		\$45,922	

Source: 1990 Census

Apr-98

Note: Percentages are derived from population or household totals, unless noted otherwise or broken down by gender.

Commute Trip Profile

Travel Patterns

About 61 thousand workers in the Central Santa Ana community work outside of their homes, representing 5% of the County's total. A majority of them (47%) drive to work alone, while 33% commute in a carpool and 13% use the bus. Workers in Central Santa Ana drive less and use transit more than those in Orange County, where 79% drive alone, 14% carpool and only 2% use transit. (See Chart 7 and Table 2.)

Twelve percent of Central Santa Ana's households do not own automobiles. This is more than double the County's 5%. In Central Santa Ana, where the percentage of households without cars is double that in the County, commuters are two times as likely to be in a carpool and seven times as likely to ride the bus.

Commuters of the community spend the same amount of time on the road as those in the whole county. In both cases, workers travel about 24 minutes to get to their places of employment and tend to rideshare on commutes that are longer than the median time. Their work trips on the bus are nine minutes longer than the median time. In Central Santa Ana, more workers walk and ride bicycles covering slightly longer distances than their neighbors in the County. (See Chart 8 and Table 2.)

Transit Access

Bus

One of the six transit centers in Orange County is located in the Central Santa Ana community. Served by about 20 bus lines, the community is connected to major employment centers in the county, such as the Civic Center, Mc Donnell Douglas, the Fashion Island, and the Anaheim industrial area, as well as two employment centers in Los Angeles County, Down town LA and Long Beach. Several bus routes directly connect the residents to areas such as the following:

- To the North: Anaheim, Fullerton, Orange, Downtown Los Angeles, and Diamond Bar
- To the South: Brea, Costa Mesa, South Coast Plaza, New Port Beach, Balboa Island, San Clemente
- To the East: Tustin and Irvine, Laguna Hills
- To the West: Cypress, Huntington Beach, Sunset Beach, Long Beach

Orange County Transit Authority's (OCTA's) fares are \$1.00 for regular routes and \$3.00 for express. Monthly passes cost \$37.50 for regular lines and \$107.00 for express. Transit cost is two to four percent of the residents' monthly median income, based on a once a day trip or using the monthly pass. However, since most people make multiple

trips a day and the one-time high cost renders the monthly unaffordable, transit may cost the average community resident about one-tenth of his or her income.

Train

The Central Santa Ana community lies directly south of the Los Angeles-San Diego train route. The Metrolink route passes through it, extending from Oxnard to Ocean Side. The one-way fare ranges from \$3.50 to \$9.50, depending on distance. The San Diegoan portion of the Amtrak route, which serves areas between San Luis Obispo to San Diego, also passes through Central Santa Ana. Both lines serve as commuter and inner city trains. The train station by Larwin Square, directly west of the community, is a staffed transit hub with ticket sales, bus exchange and a near-by park and ride lot.

Other

There are no Park and Ride lots in the community. However, a total of six lots surround the area in each direction within fairly short proximity.

Rideshare Information Services

Southern California Rideshare (SCR) provides information services to commuters and works with employers and Employee Transportation Coordinators (ETCs) to provide personalized transit itineraries and carpool matches. In 1996 SCR gave service to 65,764 commuters in Orange County, only 2% of which (1,157) are in the Central Santa Ana Community. The Welfare-to-Work initiative may generate a larger rideshare component. Carpooling or vanpooling may become an option better than transit, due to the flexibility and possibly lower cost associated to it.

Community residents express more interest in carpool and vanpool opportunities than their neighbors in the County. However, their schedules are less flexible, which suggests that ridesharing would be more difficult for them. SCR reaches most commuters (99%) through ETCs; the rest call SCR for information.

According to SCR, Central Santa Ana's commuters travel a shorter distance and spend less time on their journey to their jobs. Their average commute distance is 11 miles (22 minutes), compared to 15 miles (27 minutes) in the County.

Travel Destinations

Almost all (95%) the workers in the Central Santa Ana Community work within Orange County. Although their trips are scattered through out the county, almost a third (37%) remain within the City of Santa Ana. The next common employment destinations is Irvine (14%). Cities such as Costa Mesa, Orange and Anaheim, attract almost 10% of commuters each. (See table below and maps on pages 31 and 32.)

Consistent with the commute pattern of the community as a whole, most residents who work in the City of Santa Ana tend to drive alone (47%). However, compared to those in the whole county, less people in the community use transit, while a lot more walk and bike (11% compared to only 5%).

Irvine City attracts the next highest portion (14%) of the community's workers. The commute pattern to Irvine, however, is quite different. Here, 49% drive alone, 38% carpool, 9% use transit, and 9% walk and bike. Although they drive just as much, commuters to Costa Mesa, Orange and Anaheim use transit more (17% and 18%) than those who work in Santa Ana City or Irvine.

Overall, the data indicates that most of the community's residents work within their community or in areas surrounding their community. Although transit services seem quite uniform, transit use is low to the top-two employment centers, cities of Santa Ana and Irvine, and much higher to other centers, such as Costa Mesa, Orange and Anaheim.

The City of Santa Ana, which retains most of the community's commuters has 154 thousand jobs, representing 12% of the County's jobs. About one-third of those jobs (35%) are in the service industry, followed by 19% in manufacturing and 15% in retail. This distribution is very similar to that of the County's.

Irvine City, with 167 thousand jobs (13% of all jobs in the County), employs the next largest group of the community's workers. Next to service jobs, most of the jobs in Irvine (24%), are in the manufacturing sector, followed by retail jobs (10%). Amongst all the cities in which the community residents work, Irvine has the highest number of manufacturing jobs (41 thousand).

WHERE CENTRAL SANTA ANA COMMUNITY RESIDENTS WORK

Universe: Commuters who Work Within Orange County

CITY	# of Workers	% of all Workers	Drove Alone	Carpool	Bus	Bike or Walk
Santa Ana	21,407	37%	47%	29%	11%	11%
Irvine City	7,822	14%	49%	38%	9%	1%
Costa Mesa	3,818	7%	46%	33%	18%	1%
Orange	3,763	7%	49%	29%	17%	3%
Anaheim City	3,452	6%	52%	27%	18%	0%
Tustin	2,074	4%	48%	31%	16%	2%
Newport Beach	1,770	3%	47%	31%	20%	0%
Huntington Beach	1,556	3%	48%	40%	12%	0%
Garden Grove	1,474	3%	52%	27%	16%	2%
Other areas in Orange County	10,330	18%				
Orange County: Total	57,466	100%				

SOURCE: 1990 Census Transportation Planning Package

Chart 7

**Central Santa Ana
Commute Mode**

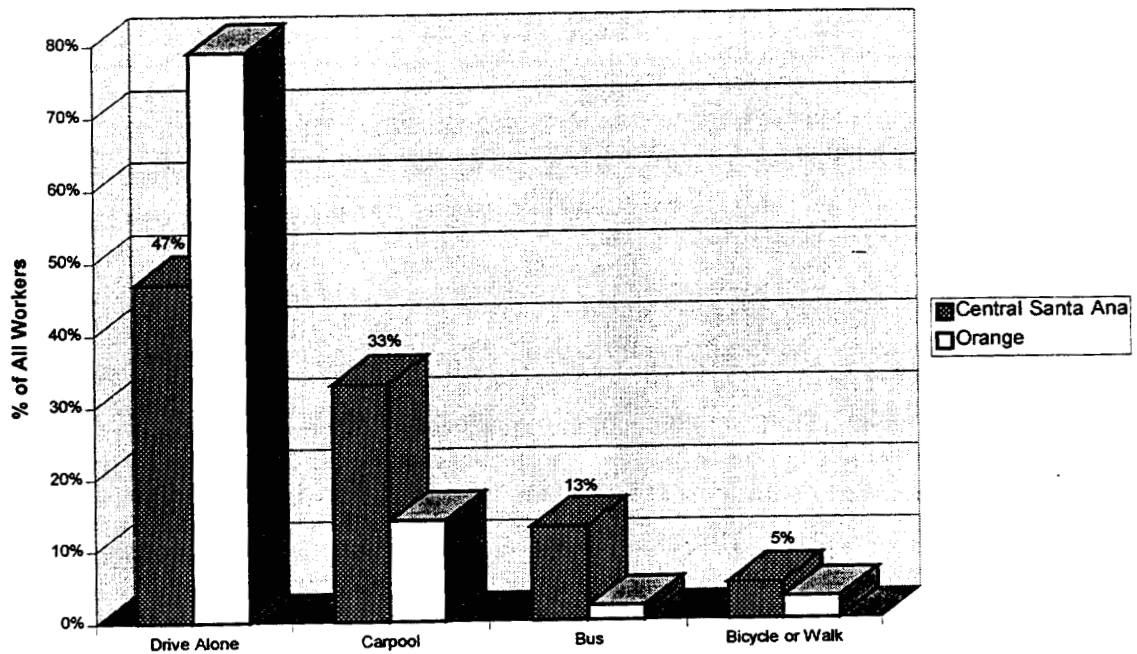
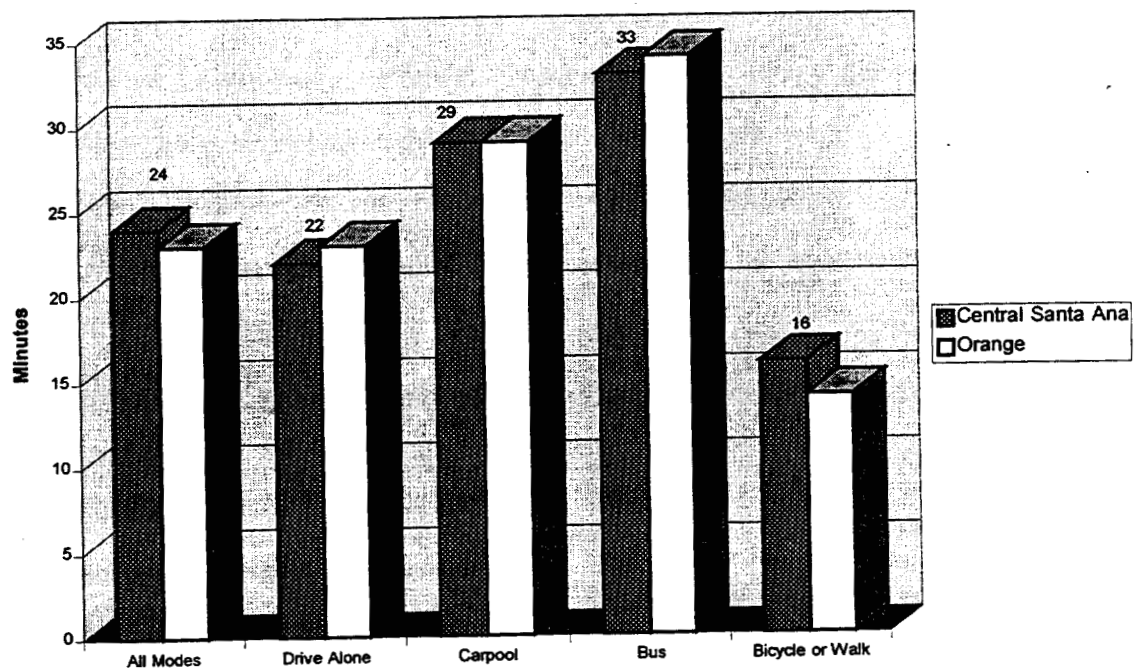


Chart 8

**Central Santa Ana
Median Travel Time by Mode**



SOURCE: 1990 Census Transportation Package.

Table 2

**MEANS OF TRANSPORTATION OF COMMUTERS BY TRAVEL TIME:
CENTRAL SANTA ANA COMMUNITY**

Universe: Workers 16 years and over who did not work at home

	All Workers	Drove alone	In Carpool	Bus or Trolley Bus	Bicycle or Walked
All Times	60,491	28,391	19,895	7,833	2,878
% of All Trips	100%	47%	33%	13%	5%
Median Time (Minutes)	24	22	29	33	16

Travel Time (Minutes)	All Workers	% of all Travel Times	Drove Alone	% of all Travel Times	In Carpool	% of all Travel Times	Bus or Trolley Bus	% of all Travel Times	Bicycle or Walked	% of all Travel Times
All Times	60,491	100%	28,391	100%	19,895	100%	7,833	100%	2,878	100%
Less than 5	546	1%	179	1%	68	0%	78	1%	168	6%
5 to 9	2,658	4%	1,606	6%	575	3%	50	1%	388	13%
10 to 14	7,056	12%	4,055	14%	1,990	10%	291	4%	555	19%
15 to 19	11,347	19%	6,019	21%	3,775	19%	615	8%	617	21%
20 to 24	10,670	18%	5,779	20%	3,456	17%	866	11%	300	10%
25 to 29	3,438	6%	1,774	6%	1,177	6%	316	4%	104	4%
30 to 34	14,247	24%	5,800	20%	5,735	29%	1,822	23%	537	19%
35 to 39	1,000	2%	533	2%	273	1%	113	1%	60	2%
40 to 44	1,875	3%	575	2%	865	4%	395	5%	11	0%
45 to 49	2,556	4%	810	3%	703	4%	904	12%	97	3%
50 to 54	397	1%	141	0%	133	1%	105	1%	0	0%
55 to 59	91	0%	40	0%	13	0%	38	0%	0	0%
60 to 74	3,089	5%	715	3%	722	4%	1,545	20%	28	1%
75 to 89	260	0%	97	0%	68	0%	95	1%	0	0%
90 or more	1,261	2%	268	1%	342	2%	600	8%	13	0%

Note: Other modes that make up the remaining 2% of travel time are: streetcar, trolley car or subway; rail; motorcycle, ferryboat, taxi or other.

The median travel times for these modes are 0, 45, and 29 minutes, respectively.

SOURCE: 1990 Census Transportation Planning Package

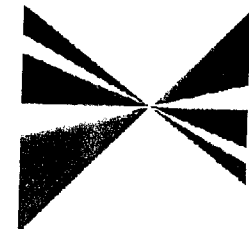
Work Trips Originating From Central Santa Ana Community

• 20 trips

Center

Freeways
Major Roads

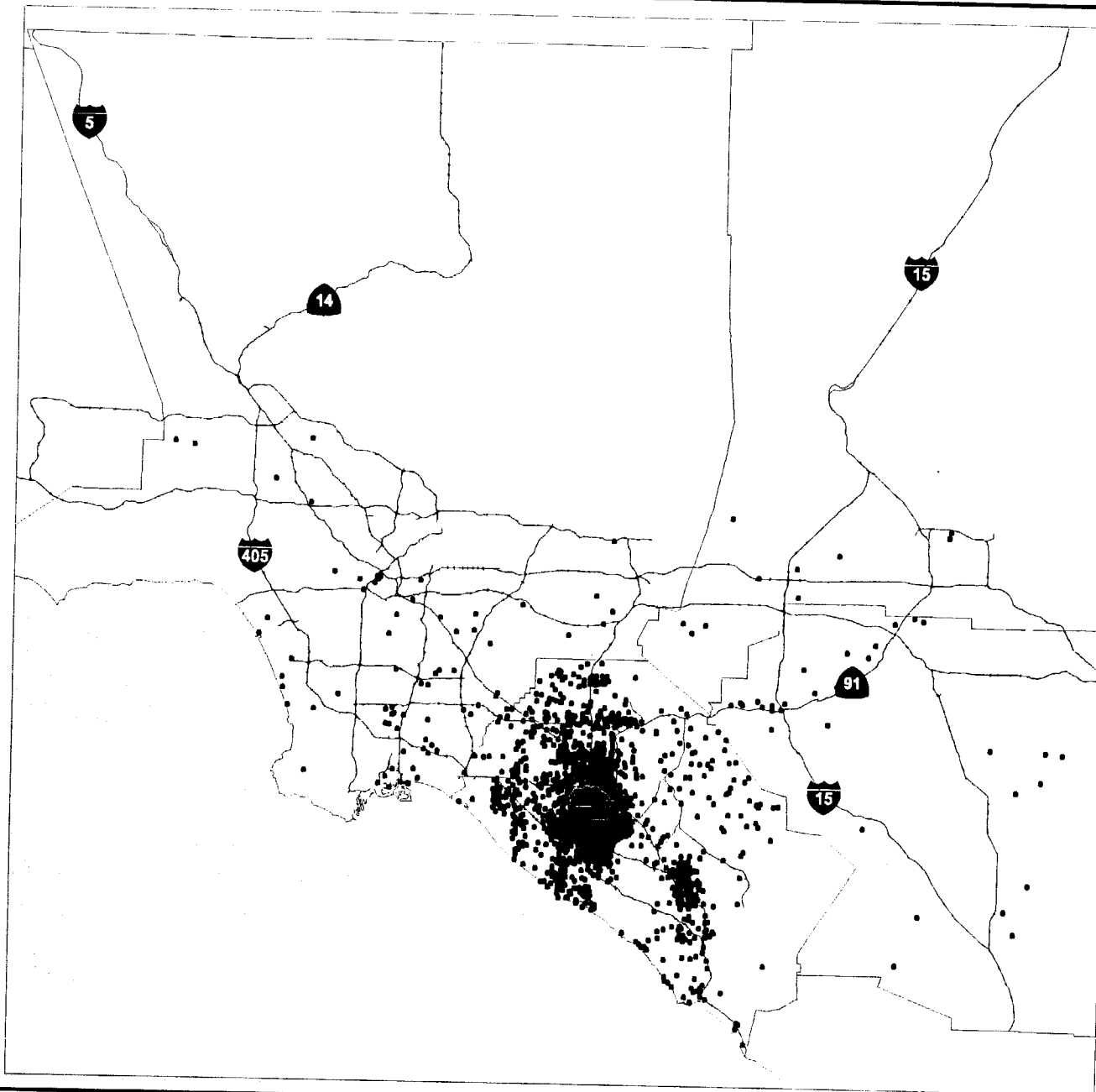
SOUTHERN CALIFORNIA



ASSOCIATION of
GOVERNMENTS

2 0 2 4 6 8 Miles

February 24, 1998



Commute Distance from Central Santa Ana Community

• 20 trips

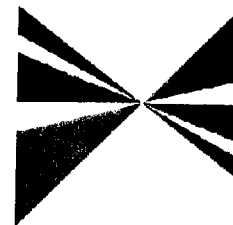
Center

Freeways

Major Roads

Path

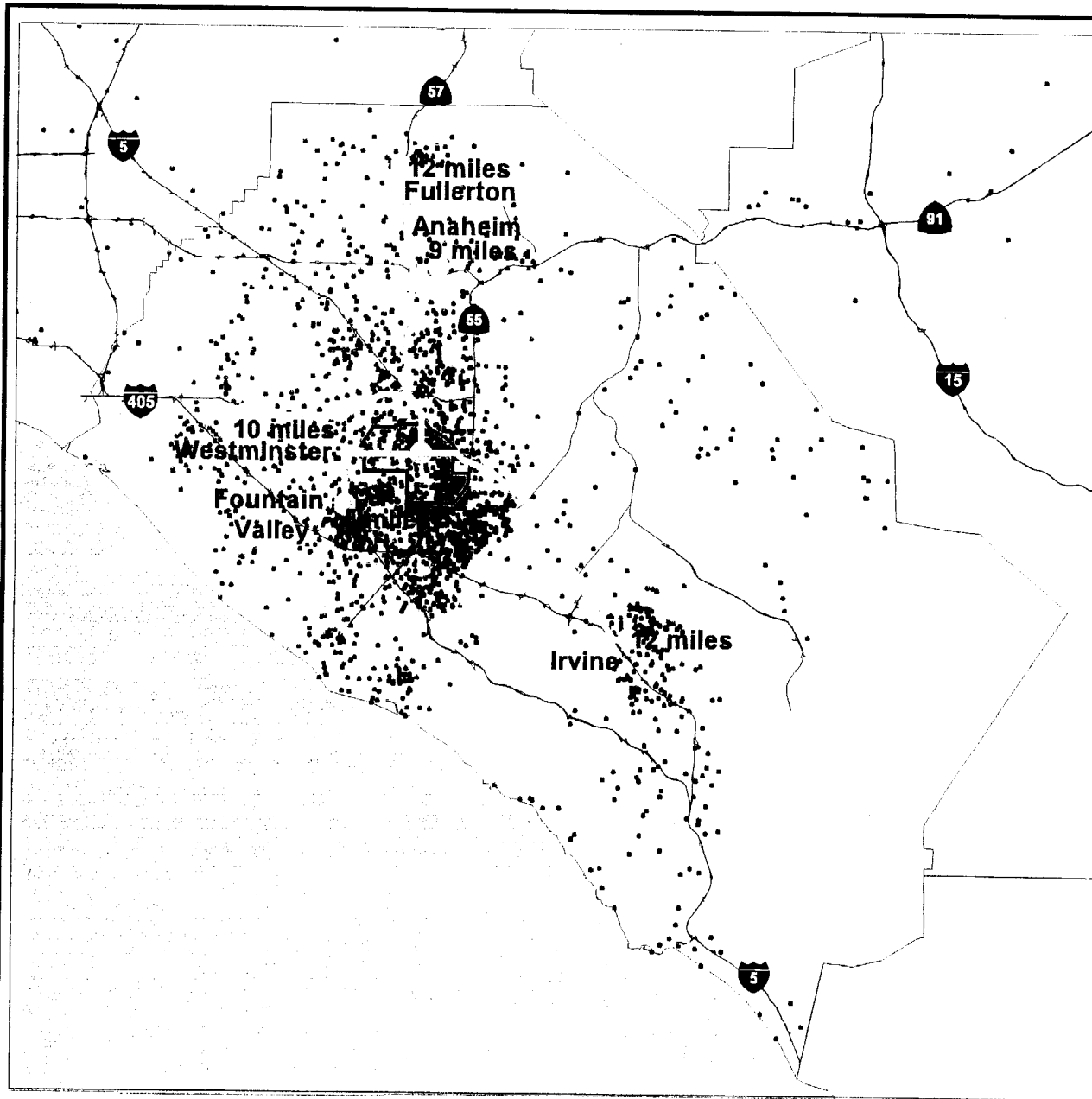
SOUTHERN CALIFORNIA



ASSOCIATION of
GOVERNMENTS

2 0 2 4 6 Miles

March 2, 1998



SOUTH CENTRAL LOS ANGELES COMMUNITY

Social and Economic Conditions

Location

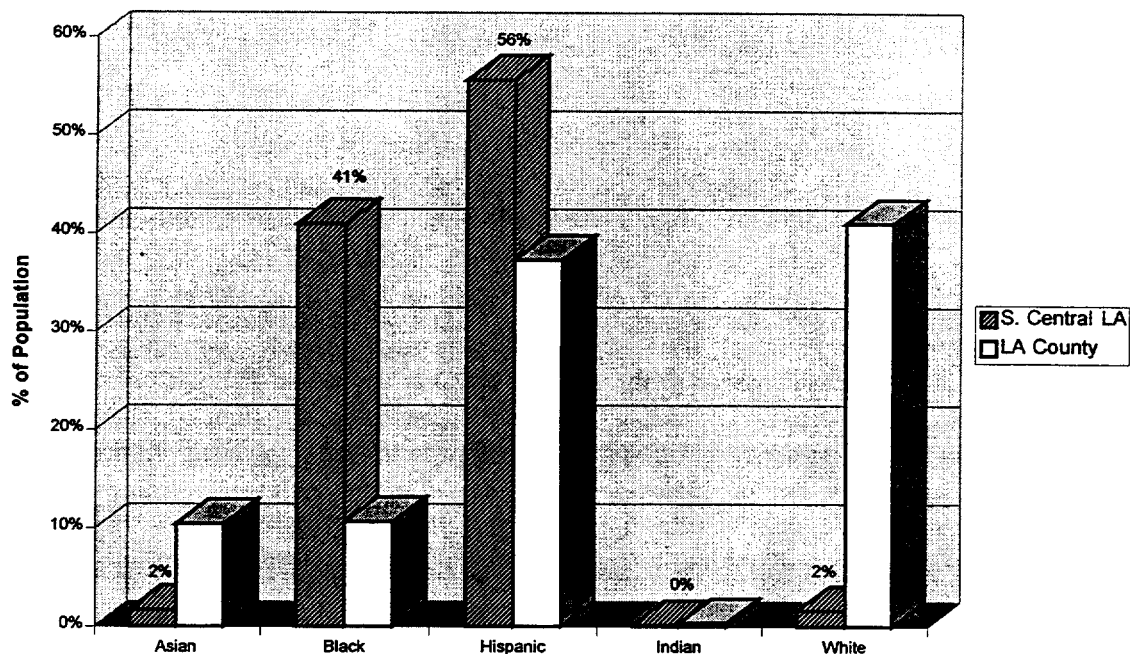
The South Central Los Angeles community is located in the city of LA, bordered by Washington Boulevard on the north, El Segundo Boulevard on the south, Crenshaw/Van Ness on the west and Alameda/South Central Avenue on the east. (See South Central LA Community map.)

People





In 1990, the total population of the community was 377,725, representing four percent of Los Angeles County's total population. The ethnic make-up of South Central LA is almost all (97%) Latino and Black (56% and 41%, respectively), while the sum of these two ethnic groups makes up less than half (48%) of the County's population (37% Latino and 11% Black). Moreover, the community's share of black population is three times as much as its share of the County's total population. While South Central LA community represents only 4% of the County's population, 16% of the County's Black population, live there. It has, however, rapidly changed demographically, from an African-American community to a Latino community. (See Chart 9.)

Chart 9

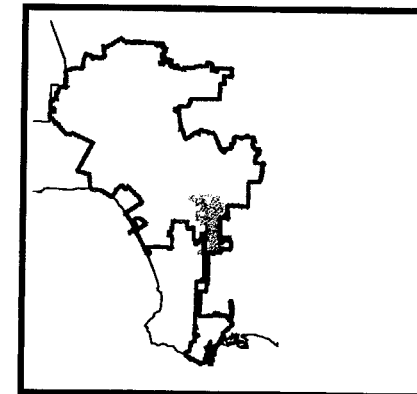
South Central Los Angeles
Racial Composition



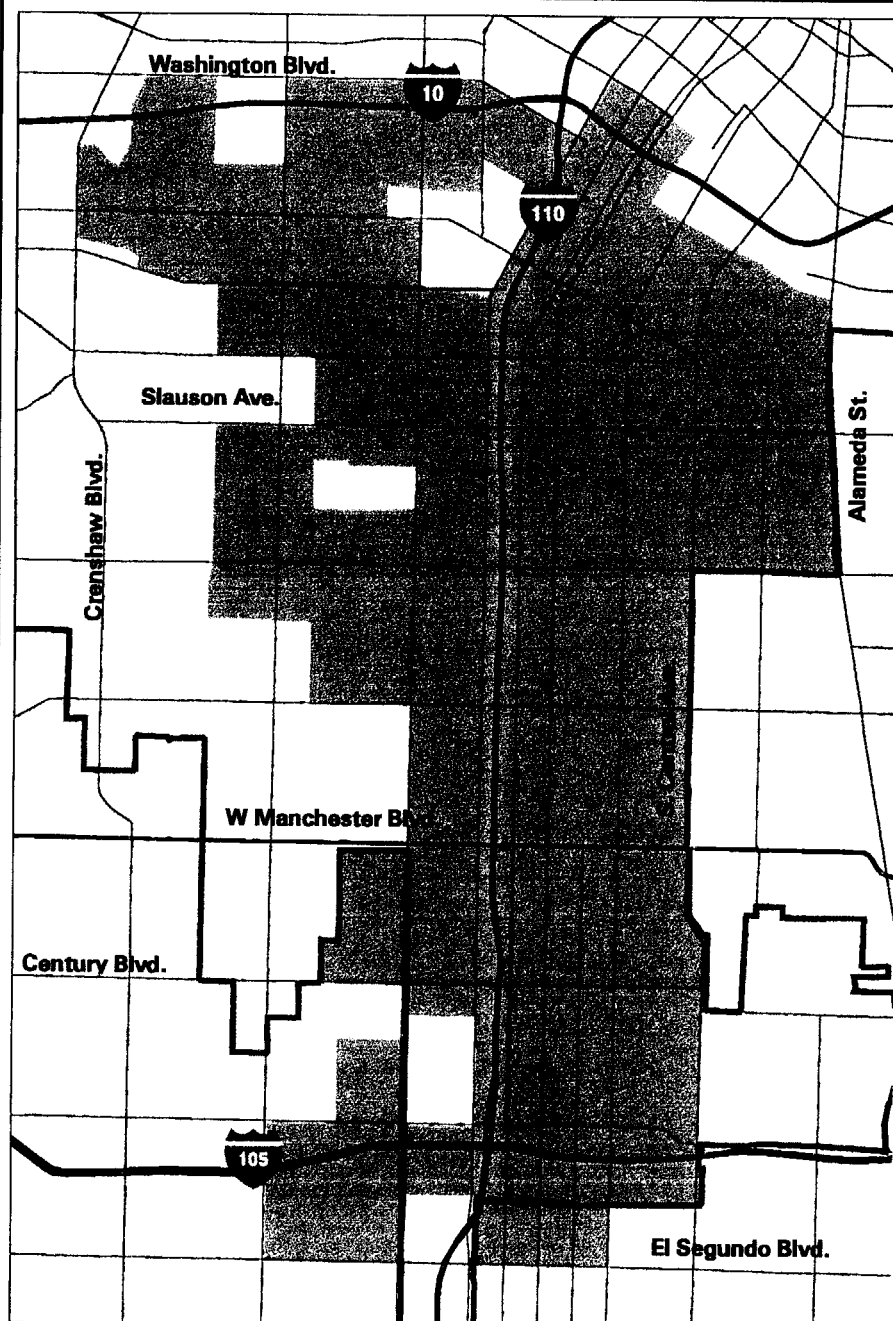
South Central LA Community

-  In Need
-  Major Arterial
-  Freeways/Hwys
-  City Boundary

Los Angeles City Inset



Southern California Association of Governments
01/16/98



Females make up about half of Central Santa Ana's population, as they do in the County. On the other hand, children under 16 years of age make up 32% of the community's population (compared to 24% in the County). (See Table 3.)

Households

There are 103,884 households in South Central LA community, which make up 3% of LA County's total number of households. Almost half (47%) of them consist of children under the age of 18, half of which are headed by married couples (54%), while 37% have female householders. In comparison, only 35% of the county's households consist of children; both parents are present in most (74%) of them. (See Chart 11 and 12.)

There are 101,410 dwelling units in the community, representing 3% of the total dwelling units in the county. Most of these units are over crowded. More than one-third (39%) of the community's dwelling units are overcrowded, as defined by the US Bureau of Census. That is, they house more than one person per room. Moreover, many of them (28%) are extremely overcrowded (1.5 persons per person). In contrast, a much lesser percentage, 19% of the County's dwelling units are overcrowded.

Income

Households in the South Central LA community have a median income of \$17,313, which is half of the County's median income. One fifth of the community's population lives below the poverty line, almost half (46%) of which are children. Hence, the poverty rate in the community is 5% higher than that of the county as a whole. (See Chart 10.)

Employment

Almost two-tenth (16%) of the community's population that is in the labor force, compared to 7% of the county's population, is unemployed. Hence, residents of the community are almost twice as likely to be unemployed than their neighbors in the county. South Central LA also represents a disproportionately high portion of the county's unemployed population. Although only four percent of the county's total population reside in this community, seven percent of the county's unemployed persons live there.

Households that receive public assistance are overwhelmingly high in this community. Seventy two percent of the South Central LA's households depend on public assistance as their sole source of income, compared to 10% in Los Angeles County. In addition, a significantly high portion of the population (35%) is out of the labor force, compared to 25% in the County. The large number welfare recipients and children, as well as the low level of education and skills can mostly explain this phenomenon. (See Chart 10 and Table 3.)

Numerous persons in the community lack high school education and language proficiency. More than half (59%) of the population are without a high school education, while 18% of the households consists of persons who do not speak adequate English. This clearly puts many jobs out of their reach, compared to the county residents, whose chance of being a high school dropout or linguistically isolated is much less (30% and 13%, respectively). (See Chart 10 and 11.)

Occupation

Most community residents (35%) work in the service industry, followed by the manufacturing and retail industry (26% and 14%, respectively). Jobs in the county also match these occupational lines: 36% of the jobs are service jobs, 19% are manufacturing, and 16% are retail. (See Chart 13.)

The data indicates that there are proportionately more retail jobs in the county than there are people in the community who work in that field. As mentioned above, retail jobs represent 16% of the County's jobs. However, only 14% of the community's residents work in that field. That is, although almost 725 thousand retail jobs exist in the County, only thirteen thousand of the community residents work in this field. This indicates a potential for job training and job development in the retail area.

The data also indicates that employment in whole sale trade is disproportionately high in this community than it is in the County. It represents 12% of the residents' jobs compared to 5% of the County's. On the other hand, high-level jobs, such as Finance and Insurance, are rare amongst community residents. Only 2% of them are employed in Finance and Insurance, compared to 12% in the County.

Chart 10

**South Central Los Angeles
Social Characteristics**

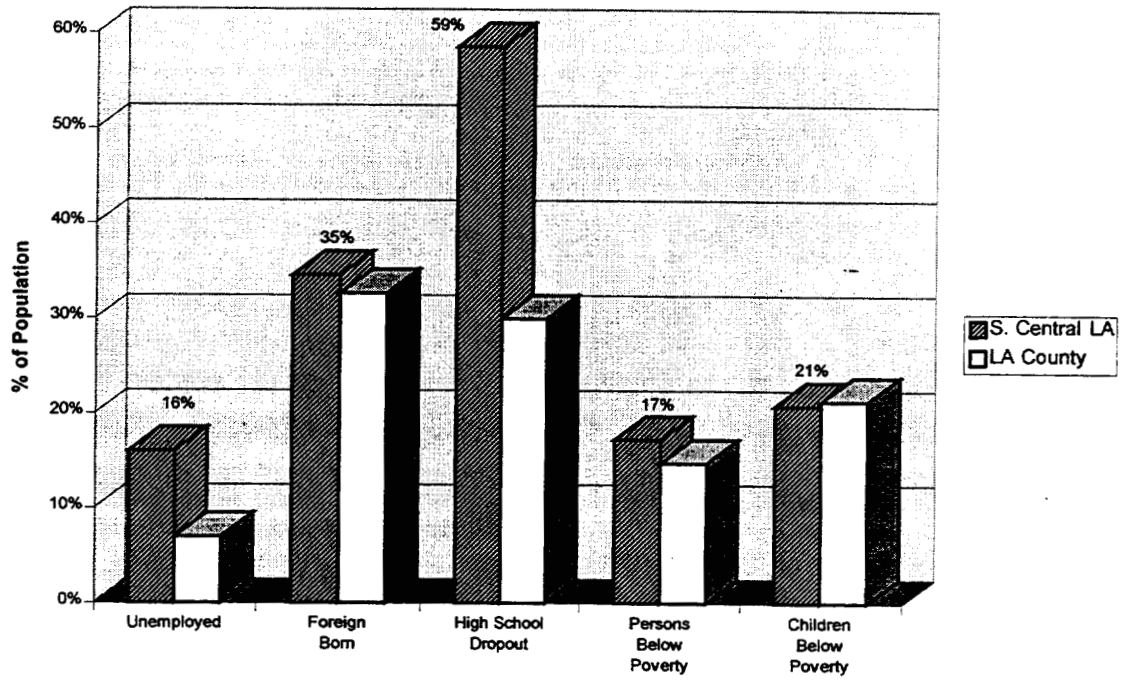
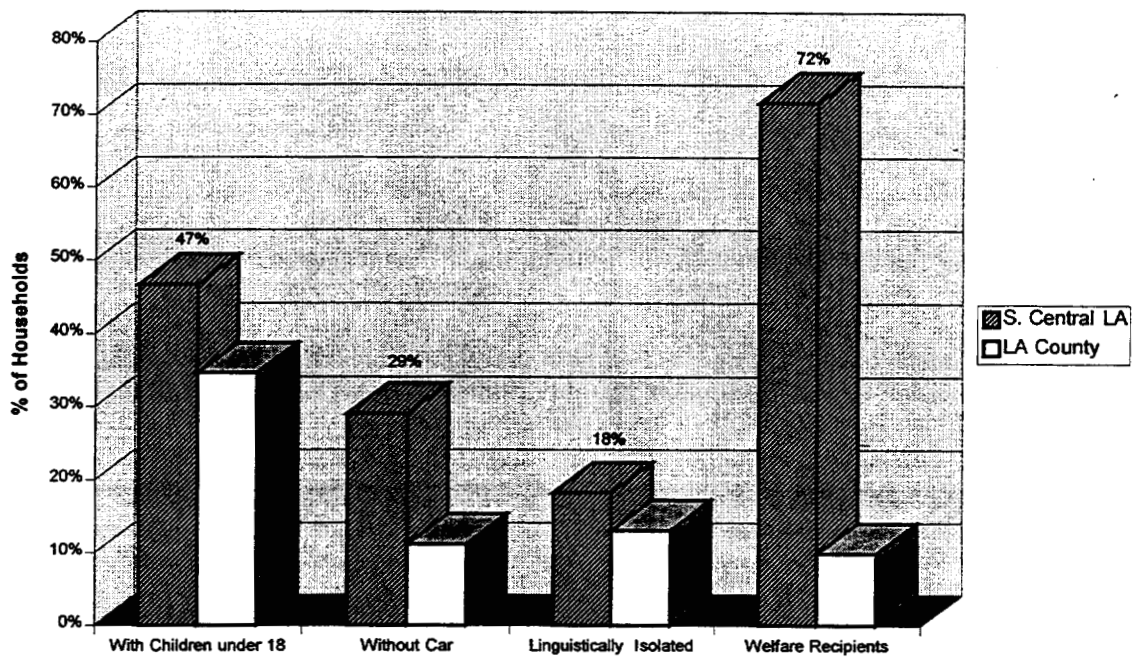


Chart 11

**South Central LA
Household Characteristics**



SOURCE: 1990 Census.

Chart 12

**South Central LA
Households with Children Under 18**

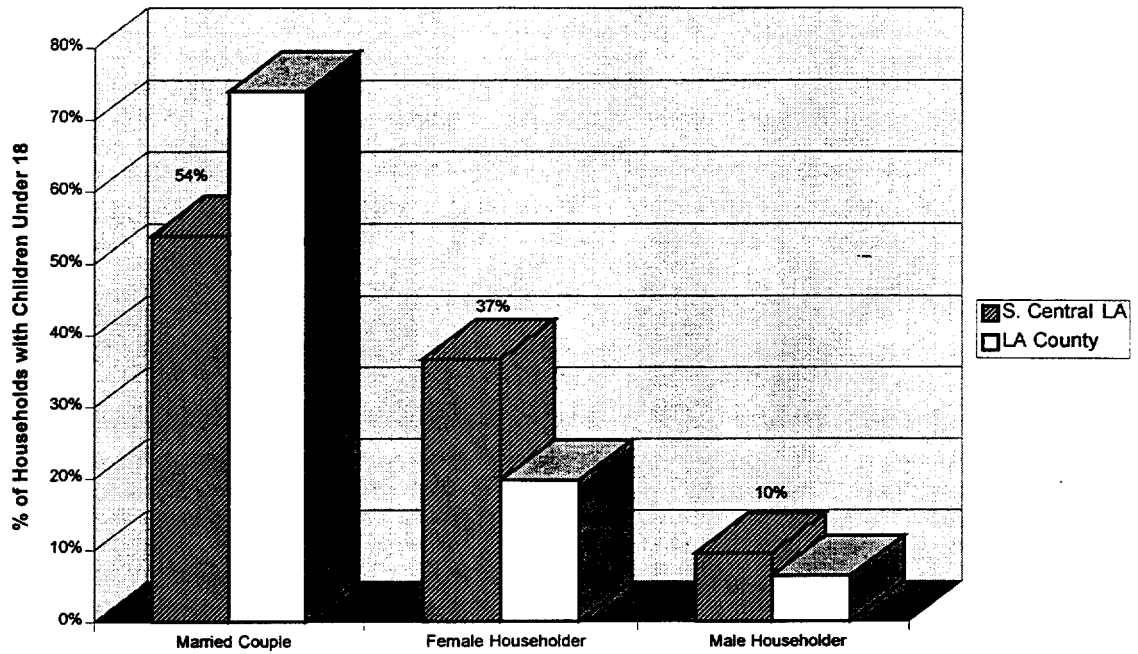
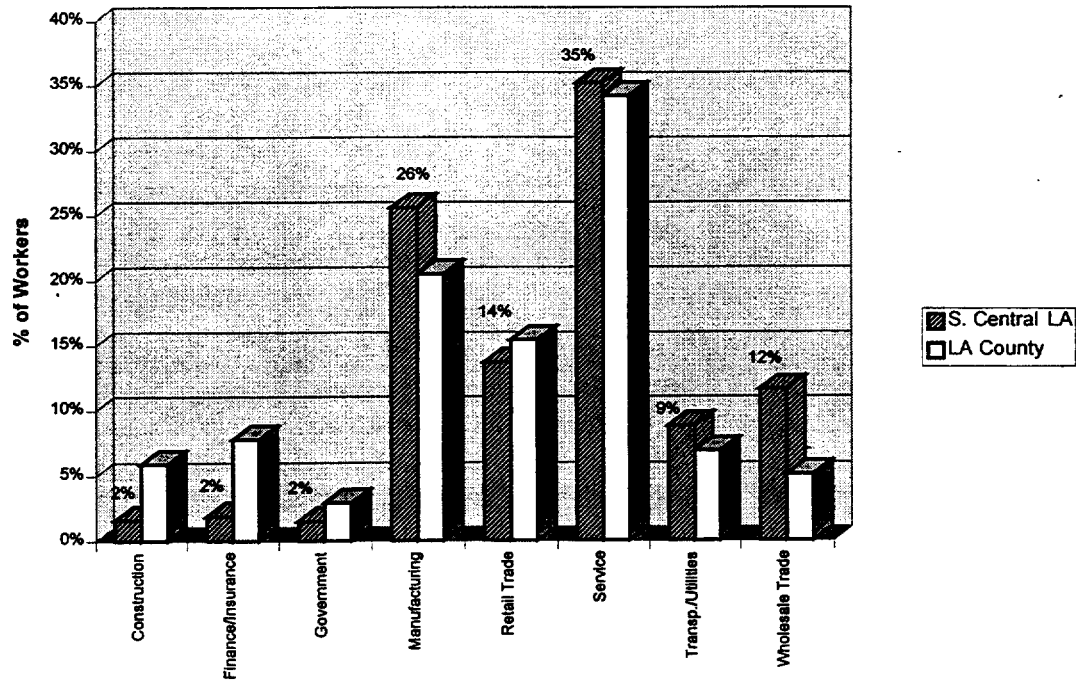


Chart 13

**South Central LA
Occupation Profile**



SOURCE: 1990 Census.

NOTE: Occupation categories representing below 2% of workers are not included.

Table 3

POPULATION PROFILE OF SOUTH CENTRAL LOS ANGELES COMMUNITY

		South Central LA		LA County	
		Total	% of Total	Total	% of Total
Population	Total	377,725	100%	8,863,164	100%
Gender	Female	192,703	51%	4,443,279	50%
	Male	185,022	49%	4,419,885	50%
Age	Under 16	120,993	32%	2,084,242	24%
	16 to 64	230,805	61%	5,923,256	67%
	Over 65	25,927	7%	855,666	10%
	Over 25	192,385		5,481,222	
	Under 18	145,040		2,326,110	
Race	Asian	6,421	2%	924,291	10%
	Black	152,979	41%	946,862	11%
	Hispanic	210,393	56%	3,306,116	37%
	Indian	378	0%	30,165	0%
	White	6,044	2%	3,634,722	41%
	Other	1,511	0%	21,008	0%
Employed (Population over 16, seeking employment)	Female	54,210	42%	1,823,942	43%
	Male	74,984	58%	2,379,850	57%
	Total	129,194	88%	4,203,792	92%
Unemployed (Population over 16, seeking employment)	Female	10,135	43%	143,153	43%
	Male	13,641	57%	191,419	57%
	Total	23,776	16%	334,572	7%
Not in Labor Force (Population over 16)	Female	71,472	65%	1,458,893	66%
	Male	37,896	35%	762,639	34%
	Total	109,368	43%	2,221,532	33%
Other					
(Population over 25)	Foreign Born	130,508	35%	2,895,066	33%
	High School Dropout	112,682	59%	1,642,813	30%
(Population under 18)	Persons Below Poverty	65,204	17%	1,308,255	15%
	Children Below Poverty	30,206	21%	496,504	21%
Households	Total	103,884	100%	2,989,552	100%
With children under 18	Married Couple	26,075	54%	764,820	74%
	Female Householder	17,749	37%	204,104	20%
	Male Householder	4,610	10%	65,885	6%
	Total	48,434	47%	1,034,809	35%
Other	Without Car	30,180	29%	333,562	11%
	Linguistically Isolated	18,915	18%	390,025	13%
	Welfare Recipients	74,527	72%	294,826	10%
	Median Income	\$17,313		\$34,965	

Source: 1990 Census

Apr-98

Note: Percentages are derived from population or household totals, unless noted otherwise or broken down by gender.

Commute Trip Profile

Travel Patterns

Three percent of LA County's workers (120,708 workers) live in the South Central LA area. Half of them drive to work alone, while 23% carpool, 19% take the bus, and 6% walk. In contrast, almost three-quarter of the workers in LA County drive alone, while only 16% carpool, 7% take the bus and 4% walk. (See Chart 14 and Table 4.)

Almost a third (29%) of the community's households is without a vehicle. Hence, in South Central LA, where households are almost three times as likely not to own cars, commuters are almost twice as likely to carpool and three times as likely to use transit.

Commuters in the South Central LA community spend more time on the road than those in the County as a whole. Their median travel time (31 minutes) is six minutes longer, while their drive-alone and bus journeys (27 and 42 minutes, respectively) are about three minutes longer. Unlike commuters in the County, those in the community are more willing to carpool even for trips that are shorter than the median travel time. (See Chart 15.)

Transit Access

Bus

Numerous bus lines serve the community connecting it to areas in every direction. Most bus lines that connect downtown Los Angeles to the rest of the county, such as the express lines to South Bay and San Pedro, pass through the South Central LA community. Other regular lines travel to areas such as cities on the west side, LAX, Norwalk, Brea, Echo Park, Downey, as well as medical centers, shopping centers and the major Universities. Most bus lines also connect to the Metro.

Buses operated by LACMTA cost: \$1.35 for regular lines, \$1.90 or more for express lines, \$42 for a regular monthly pass, and approximately \$108 for an express monthly pass, depending on the distance. This cost translates into three to seven percent of a resident's monthly income or more.

Train

The Green Line's route is directly south of the community, connecting it to Redondo Beach and Norwalk. The Blue Line runs through the community connecting it to Downtown Los Angeles and Long Beach. Since several buses connect to the Red Line, that is also just as accessible.

Other

The Los Angeles Metropolitan Transit Authority (LAMTA) provides maps, which show the bus routes for each area in the county separately. Information on route connectivity, schedule, fare, or park and ride lots, is fragmented and incomplete. Although interested individuals get information on how to get to their destinations by calling an 800 number, having this information readily available in a transit guide booklet would also be helpful.

Rideshare Service Information

Southern California Rideshare (SCR) provides information services to commuters. It works with other agencies and Employee Transportation Coordinators (ETCs) to provide personalized transit itineraries and carpool matches. In 1996 SCR gave service to 273,645 commuters in Los Angeles County, only 1% of which (3,148) are in the South Central LA Community. SCR reaches most commuters (97%) through ETCs; the rest call in for information.

Residents of the community express a similar level of interest in carpooling and vanpool opportunities as their neighbors in the County. Their work schedules are slightly less flexible, which suggests that ridesharing would be more difficult for them.

According to SCR, its clients residing in the South Central LA travel a shorter distance and spend less time on their way to their jobs. Their average commute distance is 10 miles (23 minutes), compared to 15 miles (27 minutes) in the County.

Travel Destinations

Almost all (98%) of the commute trips generated in this community remain within the Los Angeles County, 55% of which remain within Los Angeles City. Most of these trips go to downtown LA, a manufacturing-and-sales-rich area with a large garment district. Many also commute westward along the Wilshire corridor, a service-and-sales-rich area. (See table below and maps on pages 45 and 46.)

Top Commute Destinations Within LA City	Number of Trips
San Fernando Valley	17,117
Silver Lake/Glendale Area	13,445
Hollywood	13,308
Down Town LA	3,757
Wilshire Corridor	3,541
South Central LA Area	2,297
Bel-Air/Palisades	1,951
Brentwood/Beverly Hills	1,560
West Los Angeles	1,105

A surprisingly high number of workers work in the San Fernando Valley, traveling as far north as Sylmar and as far west as Chatsworth. This is concerning because of the long distance/time of travel, and also because of the reverse commute issue it presents. Since the Valley is mostly residential, transit is designed to move commuters out of that area.

during working hours, not the other way around. Very few buses run during work hours (9 a.m. to 5p.m.), on weekends, or at night. Rail is too expensive; it costs almost six dollars to get from down town LA to the Van Nuys Metrolink station.

Driving alone is the most common means of transportation, followed by carpooling and transit. Almost than half (48%) of all the trips that remain in LA City are made by solo drivers, while 21% carpool and use the bus. This mode choice is generally representative of the community as a whole, except for a slightly lower rate of drive alone in the city (48% compared to 55%). Some variations are seen among commuters who work in other parts of the County.

Culver City, Gardena, Inglewood, Long Beach, and Vernon attract two percent of the commute trips each, while Beverly Hills, Carson, Santa Monica and Torrance attract one percent of all trips within the County. Transit use is highest amongst community residents who work in Culver City (25%), a city that provides a municipal bus service. On the other hand, very few commuters ride the bus to Gardena (9%), a mostly residential city with bus services designed for commuters going out of and not into it. One-third of the commuters who work in Gardena and Vernon carpool to work. Solo driving is most common amongst community residents who work in Inglewood and Long Beach (68% and 60%). (See table below.)

Los Angeles City, the number-one commute destination, has 38% of the County's jobs. Almost half (40%) of these jobs are in the service industry, followed by retail (16%) and manufacturing (15%) jobs. As mentioned earlier, most community residents also work in these three sectors. Similarly, Culver City, Inglewood, and Long Beach offer a large percentage of service jobs. In contrast, most of the jobs in Gardena (35%) and especially in Vernon (53%) are manufacturing jobs.

WHERE SOUTH CENTRAL LA COMMUNITY RESIDENTS WORK

Universe: Commuters who Work Within Los Angeles County

CITY	# of Workers	% of all Workers	Drove Alone	Carpool	Bus	Bike or Walk
Los Angeles	64,849	55%	48%	21%	21%	8%
Vernon	2,418	2%	47%	31%	20%	2%
Gardena	2,012	2%	54%	33%	9%	3%
Culver City	1,653	1%	50%	25%	25%	0%
Inglewood	1,528	1%	68%	17%	14%	0%
Long Beach	1,499	1%	60%	22%	15%	3%
Other areas in LA County	44,335	37%				
LA County: Total	118,294	100%				

SOURCE: 1990 Census Transportation Planning Package

Chart 14

**South Central Los Angeles
Commute Mode**

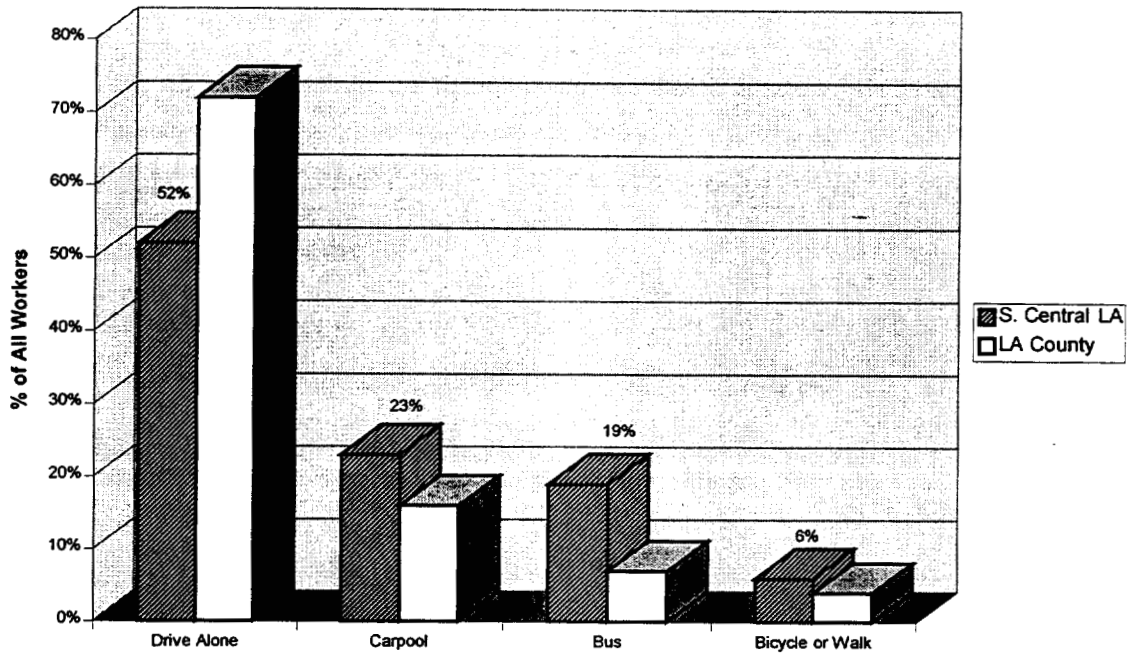
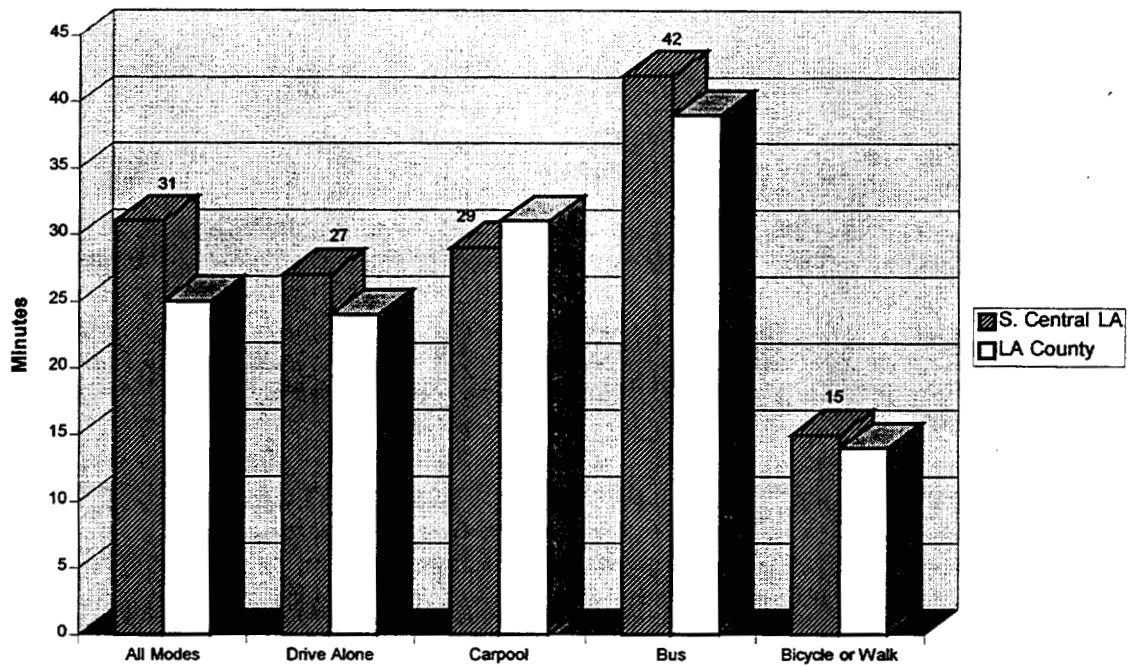


Chart 15

**South Central Los Angeles
Median Commute Time by Mode**



SOURCE: 1990 Census Transportation Planning Package.

Table 4

**MEANS OF TRANSPORTATION OF COMMUTERS BY TRAVEL TIME:
SOUTH CENTRAL LA COMMUNITY**

Universe: Workers 16 years and over who did not work at home.

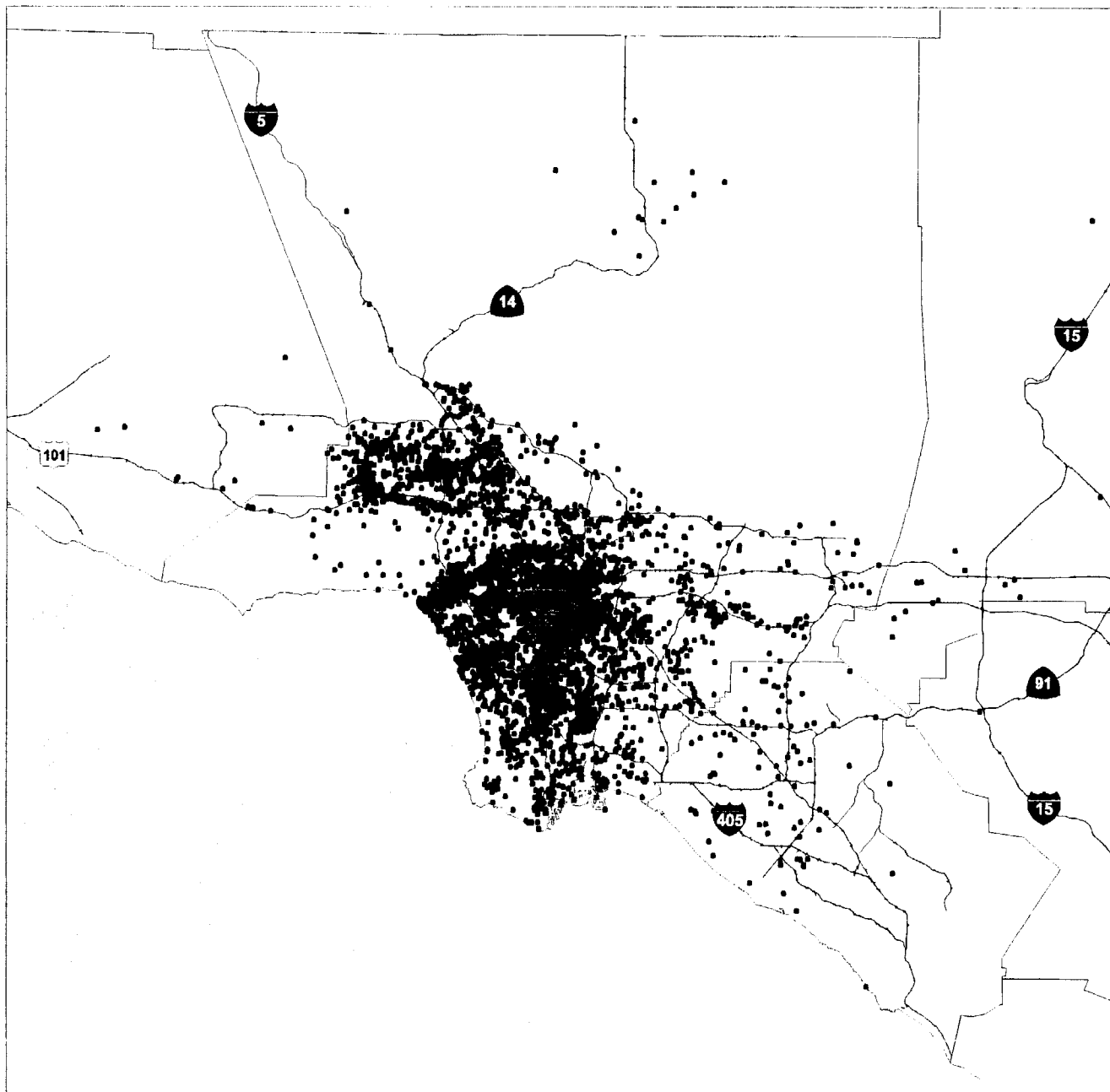
	All Workers	Drove Alone	In Carpool	Bus or Trolley Bus	Bicycle or Walked
All Travel Time	120,708	62,192	27,363	22,854	6,645
% of all Trips	100%	52%	23%	19%	6%
Median Travel (Minutes)	31	27	29	42	15

Travel Time (Minutes)	All Workers	% of all Travel Times	Drove Alone	% of all Travel Times	In Carpool	% of all Travel Times	Bus or trolley Bus	% of all Travel Times	Bicycle or Walked	% of all Travel Times
All Times	120,708	100%	62,192	100%	27,363	100%	22,854	100%	6,645	100%
Less than 5	1,428	1%	459	1%	170	1%	277	1%	505	8%
5 to 9	5,069	4%	2,572	4%	942	3%	190	1%	1,273	19%
10 to 14	10,742	9%	5,798	9%	2,338	9%	1,039	5%	1,402	21%
15 to 19	16,842	14%	9,338	15%	4,547	17%	1,353	6%	1,349	20%
20 to 24	18,437	15%	11,400	18%	4,270	16%	1,883	8%	624	9%
25 to 29	6,834	6%	4,149	7%	1,861	7%	594	3%	210	3%
30 to 34	30,039	25%	16,201	26%	7,077	26%	5,423	24%	869	13%
35 to 39	3,418	3%	1,950	3%	902	3%	474	2%	58	1%
40 to 44	4,940	4%	2,507	4%	1,029	4%	1,244	5%	108	2%
45 to 49	9,415	8%	4,097	7%	1,898	7%	3,238	14%	94	1%
50 to 54	1,174	1%	507	1%	280	1%	326	1%	46	1%
55 to 59	183	0%	62	0%	65	0%	56	0%	0	0%
60 to 74	8,212	7%	2,430	4%	1,475	5%	4,105	18%	93	1%
75 to 89	655	1%	132	0%	107	0%	384	2%	0	0%
90 or more	3,320	3%	590	1%	402	1%	2,268	10%	14	0%

Note: Other modes that make up the remaining 2% of travel time are: streetcar, trolley car or subway; rail; motorcycle, ferryboat, taxi or other.
The median travel times for these modes are 0, 0, and 23, respectively.

SOURCE: 1990 Census Transportation Planning Package.

Work Trips Originating From South Central LA Community

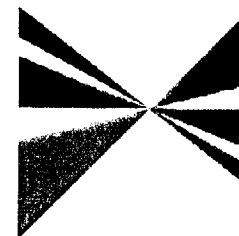


• 20 trips

Center
Freeways

Major Roads

SOUTHERN CALIFORNIA

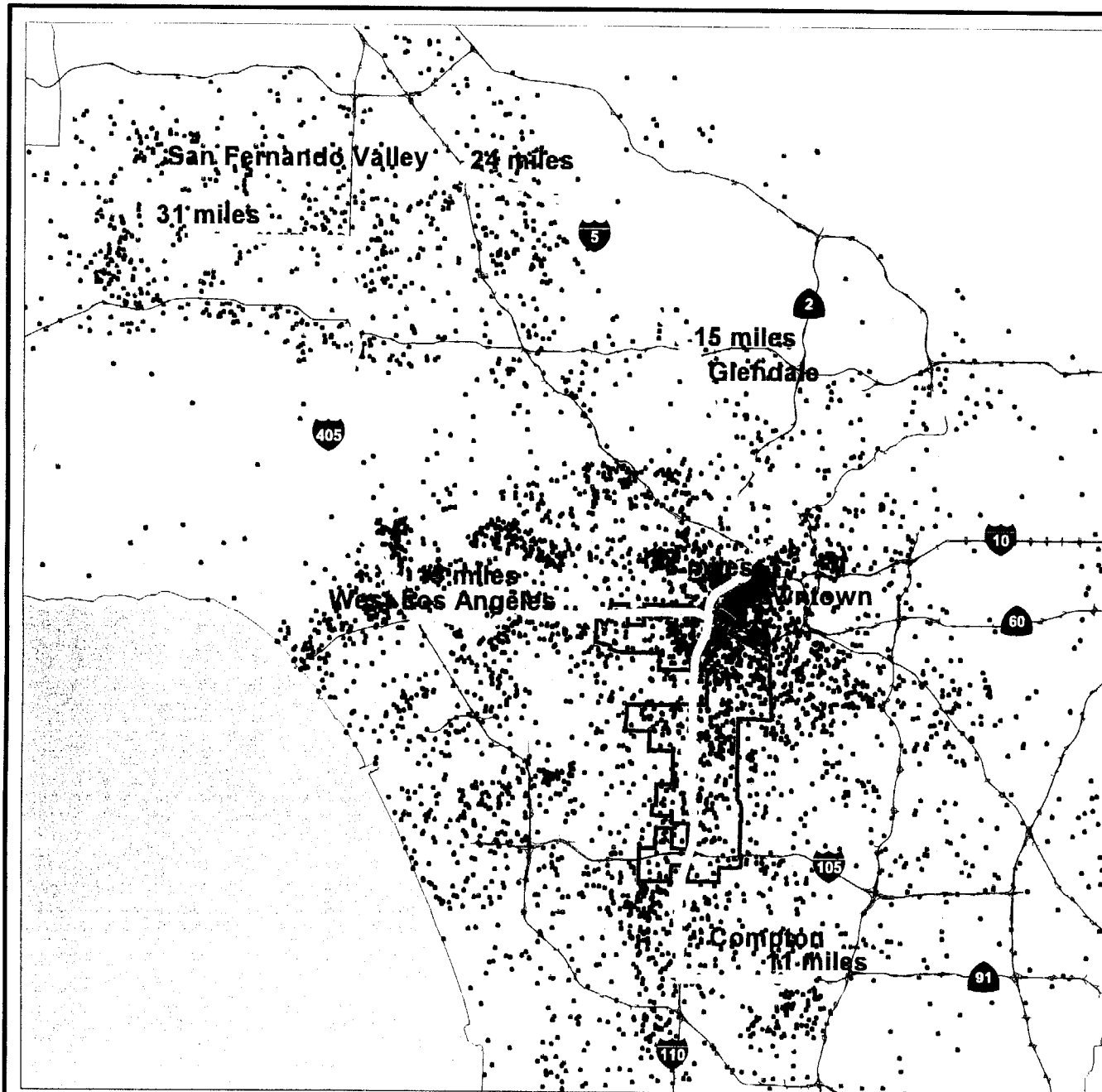


ASSOCIATION of
GOVERNMENTS

2 0 2 4 6 8 Miles

February 24, 1998

Commute Distance from South Central LA



• 20 trips

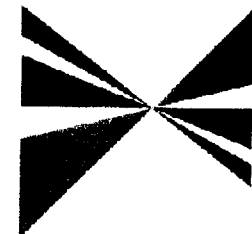
Center

Freeways

Major Roads

Path

SOUTHERN CALIFORNIA



ASSOCIATION of
GOVERNMENTS

2 0 2 4 6 Miles

March 2, 1998

ACKNOWLEDGMENTS

Project Management

- James Gosnell, Director, Planning and Policy Department
- Joseph Carreras, Manager, Comprehensive Planning

Author

- Tabi G. Hiwot, Associate Planner

Contributing Analysis

- Jim Sims, Director, Information Services
- Bruce Devine, Chief Economist
- Barry Samsten, Senior Planner
- Frank Wen, Senior Planner
- Nilon Seals III, Associate Planner

Technical

- Richard Mader, Senior Systems Analyst
- Mary Jane Abare, Associate Systems Analyst
- Rongsheng Luo, Associate Planner
- Javier Minjares, Associate Planner

Graphics

- Harlan West, Senior Graphics Artist
- Don Dumandan, Assistant Graphic Artist
- Welma Fu, Assistant Graphic Artist